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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after MAY 2nd, 1931, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon	8.40	8.05	8.25	8.15	10.15	12.00	1.15	2.35	4.05	4.41	5.38
Yau Ma Tei	8.45	8.10	8.30	8.20	10.20	12.05	1.20	2.40	4.10	4.46	5.43
Shatin	8.50	8.15	8.35	8.25	10.25	12.10	1.25	2.45	4.15	4.51	5.48
Tai Po	8.55	8.20	8.40	8.30	10.30	12.15	1.30	2.50	4.20	4.56	5.53
Tai Po Market	9.00	8.25	8.45	8.35	10.35	12.20	1.35	2.55	4.25	5.01	5.58
Fanning	9.05	8.30	8.50	8.40	10.40	12.25	1.40	3.00	4.30	5.06	6.03
Shing Mun	9.10	8.35	8.55	8.45	10.45	12.30	1.45	3.05	4.35	5.11	6.08
Shing Mun	9.15	8.40	9.00	8.50	10.50	12.35	1.50	3.10	4.40	5.16	6.13
Canton	9.20	8.45	9.05	8.55	10.55	12.40	1.55	3.15	4.45	5.21	6.18

DOWN TRAINS											
STATIONS	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22
Canton	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15
Shing Mun	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20
Shing Mun	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25
Tai Po	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30
Tai Po Market	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35
Fanning	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40
Shatin	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45
Shatin	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	12.50
Yau Ma Tei	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	12.50	12.55
Kowloon	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	12.50	12.55	1.00

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MACAO RACE MEETING.

SPECIAL MACAO EXCURSION.

6th SEPTEMBER, 1931.
S.S. "TAI SHAN"
From HONG KONG 9 A.M. (Wing Lok Street Wharf)
From MACAO 8 P.M.

BANK HOLIDAY EXCURSION.

7th SEPTEMBER, 1931.
S.S. "SUI TAI"
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SPECIAL SALOON FARES.

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DIARY OF LOCAL EVENTS.

To-day.
(September 2.)
Baseball: South China v. Hong Kong Baseball Club, Caroline Hill, 4 p.m.
Queen's Theatre: "Stepping Out".
World Theatre: "Hang Ngun" (Chinese film).
Star Theatre: "So This is College".
King's Theatre: "Charlie Chan Carries On".

Central Theatre: "King of Jazz".
Princess Theatre: "Song of Kentucky".
Tea Dance at Lane, Crawford's Restaurant: Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.
European Mail:—Outward: Europe via Siberia (Chichibu Maru) 8.30 a.m.; Europe via Suez (Hector) 12.30 p.m.
Tides:—High at 12.15 and 11.55; Low at 5.53 and 5.49.

Thursday.
(September 3.)

Queen's Theatre: "Men Call It Love".
Star Theatre: "The 13th Chair".
Central Theatre: "Up Pops The Devil".
Princess Theatre: "Lone Star Ranger".
King's Theatre: "Derelict".
Dinner Dances at Hong Kong and Peninsula Hotels.
European Mail:—Inward: Europe via Siberia (Ningpo); Europe via Negapatam (Haruna Maru).
Tides:—High at 12.30 and 12.25; Low at 6.45 and 6.00.

Friday.
(September 4.)

Philharmonic Chorus Rehearsals, 8.45 p.m.
Reception for Miss Marion Howlett, Helena May Institute, 11.30 a.m.
Queen's Theatre: "Men Call It Love".
Star Theatre: "The 13th Chair".
Central Theatre: "Up Pops The Devil".
King's Theatre: "Derelict".
Princess Theatre: "Lone Star Ranger".
Dinner Dances at Hong Kong and Peninsula Hotels.
European Mail:—Outward: Europe via Siberia (Haruna Maru) 3.30 p.m.; Europe via Marseilles (Hakozaki Maru) 6 p.m.
Tides:—High at 12.50 and 1.10; Low at 7.55 and 6.00.

THE FIVE YEAR PLAN.

LORD LOTHIAN'S IMPRESSIONS OF RUSSIA.

"GOING TO TRANSFORM THE WORLD."

Cambridge.—Lord Lothian delivered a very long, very important and very fascinating address on his recent tour in Russia, at the Liberal Summer School.
"Some of the Russian experiments, underlying principles," he declared, "are going to transform the whole world."
"But what they are driving at is very far from what they have attained, and unless they get freedom of thought they are doomed, and will go back into a darker age than Tsardom."

Stalin, he said, frequently quoted Cromwell, and had a deep knowledge of the economics of the rest of the world.

Lord Lothian said the only luxury in Russia was the lipstick, and he described a park of rest and culture that was a combination of Blackpool and a university.

Communists had no conception of what a Nonconformist minister was like, or Mr. Seaborn Rowntree and King George V. Their notions of capitalists were absurd, and founded on their own ancient régime. He recommended us to visit Russia. "They look after you very well, but it isn't through love. It is profligating. You have to pay for everything at a high rate and in foreign exchange, not in roubles."

Five in a Room.

Coming to a description of what he saw, he said:—

"Moscow and Leningrad are full of fine houses and pleasant suburbs and estates. These, formerly occupied solely by their fortunate owners, are to-day full of the proletariat to the brim, four or five in a room."

"The week, as we know it, has been abolished. If you ask anybody if it is Monday, Tuesday or Wednesday, the Russian will look at you as if the expression had no meaning."

"The five-day week is universal. 'On the fifth day they go to the park of rest and culture. The one I saw was one of the most astonishing things—a great area along

the Moscow river bank, a combination of a proletarian university and Blackpool.
"There is a proletarian amusement park, a sort of Blackpool made up of shooting galleries, swings and carousels. The shooting galleries are adorned with pictures of Sir Austen Chamberlain and Mr. Poincaré, dark objects at which the proletariat learn to shoot."
"People bathe in various degrees of nudity. Then there is a park for babies, where a woman can park her child in a crèche, where it is washed, fed, amused and taught to dance."
"There is a sport ground with basket ball and so on. In another place, the older children can be left for three or four days."

Silk Stockings.
Discussing State planning he said every Communist was convinced Communism would prevail, and that the rest of the world was living in outer darkness.

The Five Year Plan now occupied the thoughts of the Russian people almost exclusively, because their hopes of a heightened standard of living depended on the realization of the plan, and another Five Year Plan after that ad infinitum.

"Almost the only luxury obtainable in Russia to-day is lipstick. Silk stockings are looked on with most envious eyes by peasant girls who never thought of them before the war."

He went on to give figures showing the expansion of Russian industries since 1913. Coal production has leapt from 25,000,000 tons in 1913 to an estimated output of 33,000,000 to-day. Oil production at Baku from 3,000,000 tons to 25,000,000 tons.

Already "the oil front"—the most advanced economic front in Russia—has reached the output envisaged by the Five Year Plan, although the period of the Plan is only half way through.

The output of iron ore, 9,000,000 tons in 1913, is to-day 10,000,000 tons.

The total production of industry in 1913 was 8,400,000,000 roubles and is to-day 39,000,000,000 roubles. Wage-earners numbered 11,000,000 in 1913 and there are now 16,000,000.

The Communal Farm.
To-day there are 10 unemployed, although two years ago there were 1,700,000. They are making some of the biggest steel mills and electric power generating stations in the world.

Coming to agriculture he said that 60 per cent of the land was collectivised, and some people believed the amount would be 90 per cent before the year was out.

Before describing an ideal farm he saw, he mentioned that the ordinary peasant lived in a small house, extremely dirty, full of flies and vermin, occupied also by some domestic animals. He cultivated five to ten acres, but was his own master.

The ideal collective farm consisted of 1,000 families with a communal kitchen, very clean, with competent cooks, 500 cows in milk, tractors, binders, reapers, a large number of horses, a timber mill, a forge, a doctor, a clinic, an office with typewriters and calculating machines and a crèche for babies.

Lady Astor (who was with Lord Lothian and Mr. Bernard Shaw) said the only drawback about the treatment of babies was that they were so anxious to get babies clean that they wouldn't allow them to get dirty. (Laughter.)

"They ought to let them get as dirty as they liked first. The farm also had a dormitory, a club, a library and a film show every five days."

"Nevertheless," he added in a striking sentence, "I gathered that most of the peasants would rather live in the primitive way than be moved to modern collectivised farms under what are really factory conditions."

"There were 178 State farms, run as grain factories, being developed in parts of Russia that were not inhabited."

"Stalin told me he did not expect the export of wheat would exceed 400,000,000 tons because the rest of it would be required within Russia."

The Driving Force.

The driving force was coming from the Communist Party, the most formidable church ever created in the history of mankind. They brooked no opposition, were absolutely dominant, and nobody

could express any opinion against them. They party numbered about 2,000,000. They took the best and brightest of the youth and if you drink or are lazy, you go. Last year they eliminated about 15 per cent of the youth.

"Russia is a revolutionary, in a state of chronic war, not military war. It is a war mentality. They believe themselves to be at war, both at home and abroad, engaged in a fight against the inertia of the old order and the counter-revolution, always liable to break."

They are convinced that sooner or later capitalism will become so menaced by Communism that Russia will be attacked. They are acting as we did during the war and have all the characteristics of a people at war."

He surveyed what he called the sunny side—the extermination of the Kulaks (rich peasants) and Bourgeoisie—there had been nothing like it in history.

More than one million Kulaks had been deprived of everything they possessed. It beggared description.

Communism replied to criticism of these facts by saying Europe lost 30,000,000 killed and wounded in the war, and if it cost as much to build the Russian new heaven and earth, well.

On War Excesses.

Speaking of the standard of living, he said:—

"The whole of Russia is on war rations as we were in 1917. The staple diet of the towns is black bread and cabbage soup. The population of Moscow struck me as the most care-free and healthy I ever saw, though I didn't see the people who were hiding from the G.P.U., the secret police."

"An American engineer of long residence said to me the main characteristic of the workers is they are not worrying about anything because they get holidays and are looked after in sickness and old age."

"The peasants, I should say, are unhappy. No community can be taken up by the roots as they have been and remain content."

"The Communists are terribly afraid of war and I don't think they want war. They say: 'Our existence depends on enormous importations of machinery from abroad with which war would interfere and we have no desire whatever for increased territory.'"

(Continued on Page 2.)

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Spinach
Raisin and Apple Tart, Custard Sauce
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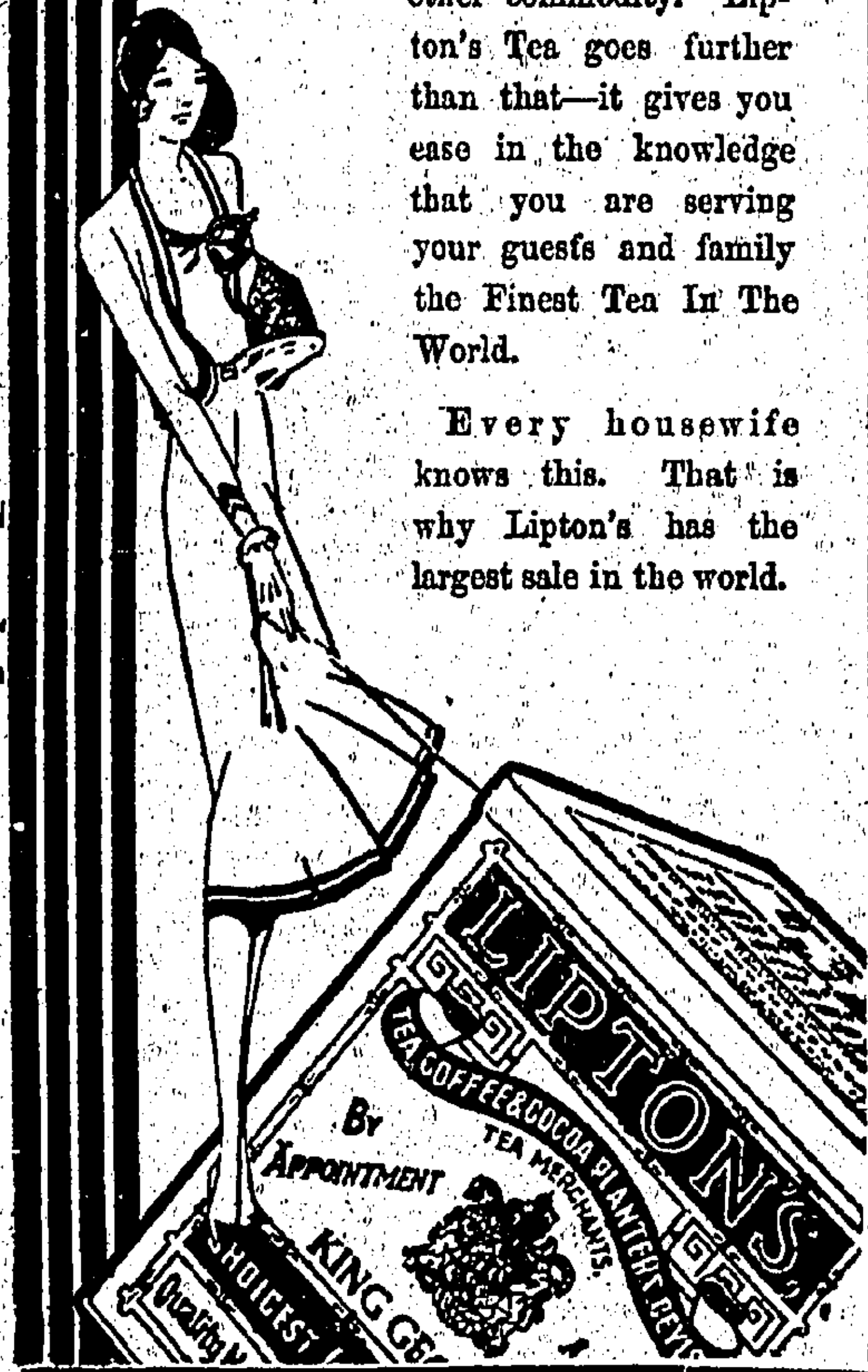
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AIRWAYS AND AVIATION.

SOME REMINISCENCES OF THE EARLY DAYS.

A 1909 PLANE AND A PUBLIC SCHOOL
CRICKET MATCH.

HOW AVIATION DEVELOPED DURING THE WAR.

[By E. BRASIER CREAUGH.]

In 1909, when aeronautics was still a mixture of sport and scientific research, I was at school and it was in that year that I first saw an aeroplane, skimming through the sky above the cricket field. An important match, against Uppingham, was in progress but it ceased completely for the several minutes that it took the machine to get out of sight. I remember my house-master, who was sitting on the window-lodge of the Pavilion, making the remark, "Silly ass, he'll break his neck one of these fine days."

The master then proceeded to lean, further and further, out of the window until he overbalanced and, in falling, sprained his bowling wrist. The airman, I afterward learnt, was the present Colonel the Master of Sempill.

Handley Page, Ltd.

I take this as a good point from which to run quickly through a description of the growth of British commercial aviation. In that year, on June 17, to be exact, possibly the same day as that match, for all I know, was incorporated the first British company, Messrs. Handley Page, Ltd., devoted solely to the manufacture of aircraft.

In those days there existed no knowledge of the fundamental principles of flight, and the whole business of flying remained in the hands of a few pioneers whose methods consisted mostly of trial and error, the latter alternative resulting, more frequently than not, in the "writing off" of both pilot and machine. The imperfections of the internal combustion engine of that period were such that most of the experimental work in new forms of wings, bracing, fuselage structure and so on was conducted with gliders, and, had this not been so, our losses of brave and brilliant aeronauts such as Cody would have been much heavier than, fortunately, was the case.

Early Days of the War.

At the commencement of the war, I recollect seeing in the air, in one afternoon, three out of the half dozen machines which the British Expeditionary Force took to France; their aggressive capabilities consisted of one revolver each, carried by the pilots. This was as far as flying had got.

It is interesting to recall that, just before the war, the difficulties of finding suitable aerodromes, free or comparatively so from nearby features of the land which would cause air pockets had caused the greatest development to take place among seaplanes which could not only find taxiing space in all directions when on the water but were able to carry heavier loads, and therefore stronger engines, than the inefficient landing equipment of land planes rendered possible. It was natural, also, that the Admiralty, charged with the defence of the coast of Britain should take the keenest interest in the possibilities for counter-offence that lay in this new weapon.

The first forward movement, then, was made by the Naval Air

Service, and, in December, 1915, there took to the air the first twin engine bomber, a machine of extraordinary stability, able to fly with one engine out, and capable of carrying over a ton of bombs. Actually, some parts of this machine were armour plated! This type of machine, with minor alterations made from time to time, remained the chief offensive weapon of both Navy and Army until the creation of the Independent Air Force which took place, if I remember aright, at the close of 1917.

England to Mudros.

Early in this year, one of these machines flew from England to Mudros, the Aegean base of the Royal Flying Corps operating in Greece and Asia Minor, and from thence carried out raids on Constantinople and other Turkish and Bulgarian towns. These flights averaged well over four hundred miles, or nearly six hours' continuous travel.

A Great Advance.

By May 1918 another great advance had been achieved in the construction of a four-engine bomber with a useful load of 4 tons and capable of continuous flight round the clock—or 1,200 miles. Served by a crew of six, they could carry, in addition to their defensive armament of machine-guns, no less than thirty 250 lb. bombs, the weight of fifty grown-up people!

As an example of the true value of a crash—most people still think of aeroplanes as manufactured solely for this one piece of aerobatics—the first machine of this type was completely broken up during its trials. Nevertheless, over two hundred of them were ordered for the air service and their magnificent air-worthiness is demonstrated by the following story told by one of the delivery pilots.

Whilst ferrying a machine from Belfast to Folkestone he suspected his mechanic of neglecting the petrol gauge and left the controls to investigate. His suspicion proved correct, and he found the entire crew asleep! He then, deliberately, made a complete inspection of the machine, lasting for over four minutes. Before returning to the controls, and no mishap, not even a variation from the compass course, had occurred. In this machine, even if both engines on one side of the fuselage had failed, stability was not impaired, nor any strain imposed on the pilot. The type was brought into being specially for long distance bombing and a flight of three were in readiness, during the signing of the armistice, to carry the war to Berlin if there was any hanky-panky. Both as a child, and in popular modern story books, one has read of the annihilating of enemy capitals by capital ships of the air. It is, perhaps, a misfortune that the armistice was so quickly and easily concluded for no one can imagine what this weapon actually been used on its work of destruction.

FASTER LONDON- PARIS AIR JOURNEY.

NEW AIRWAY, TERMINUS
AT VICTORIA.

On July 27, Imperial Airways reduced the time on the London-Paris air journey by 20 minutes when the London terminus of the Company was removed from Charles Street, Lower Regent Street, to the new Airway Terminus at Victoria, which is exactly opposite the Royal waiting-room and entrance to the continental departure platforms of the Southern Railway.

Easier access to the Croydon airport by road from Victoria, and the employment by Imperial Airways of the new 4-engine Handley Page air-liners, which are the fastest, as well as the largest and most luxurious, aircraft on the London-Paris route, will reduce the total door-to-door time between the two capitals to only 3 hours 40 minutes—this including road connections between the air-ports and the cities as well as the aerial journey between Croydon to Le Bourget.

The establishment of this London airway terminus at Victoria will ensure for continental passengers, whether they go by air, or by boat and train, a common and most convenient departure and arrival point—in fact, an airway Victoria ad-joining the railway Victoria. Taxicabs with air passengers will approach Victoria Station exactly as if taking travellers for the boat train.

In its provision of large, luxuriously-appointed booking offices, waiting-rooms, lounges, and buffet, the new Airway Terminus offers every comfort and convenience which experience can suggest, the aim being to ensure that the speed of the airway shall be associated, at every stage, with that luxury expected by modern travellers.

STUDENTS' FARES BY AIR.

EQUAL TO THIRD CLASS RAIL.

Berlin, August 7.—In order to interest young Germany in aviation the Deutsche Luft Hansa has extended facilities to students who are not in a financial position to pay the ordinary costs of air travel by which a trip in an aeroplane will cost them no more than a third class railway fare for the same distance.

Students will have the option of places which remain unsold after ordinary air passengers have been accommodated. All the student has to do is to obtain a form at one of the Luft Hansa offices or at his school or university and fill it in.

KAYE DON'S TRIBUTE TO DROWNED ACE.

FLOWERS ON A LAKE.

Gardonne Lake, Garda, August 2.—The deep regard of one speed "ace" for another was shown in the gesture Mr. Kaye Don made today in honouring the memory of the Italian Schneider Cup pilot, Flight Captain Monti, who crashed and was drowned on Lake Garda on Monday.

Mr. Kaye Don is in England preparing to go to Detroit for the Hawthorth Trophy races, but on his behalf his chief mechanic, Mr. Wilcock, who is in charge of Miss England II, and the Rolls-Royce team here, piloted the world's fastest motor boat out to the spot where Captain Monti died and spread flowers on the water.

SIX AND A HALF MILES A MINUTE.

OUR AIR "BULLET" FOR
SCHNEIDER RACE.

GUARDED HANGAR.

A seaplane capable of a speed approaching 400 miles an hour will soon be moved from works on Southampton Water to a closely guarded hangar.

Squadron Leader Orlibar, skipper of the British High Speed Flight, which is in training at Calshot for the Schneider Trophy race on September 12, will take over this seaplane, the second new Supermarine S 6, specially built for the event, next week.

The finishing touches will be given this 64-miles-a-minute "bullet" at the Vickers works, Wootton, Southampton, during the week-end. Before it leaves the works, flotation tests must be carried out and the Rolls-Royce engines run up several times.

Costing £500,000.

When these are satisfactorily completed, the machine will be towed down Southampton Water to the guarded hangar.

If British hopes of winning are fulfilled, this year's race is likely to be last contest of its kind, principally because of the great expense involved.

In constructing new machines and carrying out preliminary training, it is estimated that the total cost of this year's race will be £500,000. The value of the Schneider Trophy is £200.

217 Miles.

Great Britain, France and Italy are each entering three machines. The course will be a triangular one over the Solent. This will have to be traversed seven times, making the total length 217.47 miles.

Italy's advance guard will arrive at Calshot shortly with three training machines. The main party and the Italian seaplanes to be used in the race reached Calshot on August 20.

The turning points of the course will be: The western pylon on the Ryde Middle, the southern pylon of St. Helens Point, and the eastern pylon on the foreshore of the eastern side of Chichester Harbour.

AMERICAN "FLYING FORTRESS."

GREAT NEW AIRSHIP.

New York, Aug. 7.—The great new American airship known as "the flying fortress" will be formally christened the Akron tomorrow by Mrs. Hoover, the wife of the President. Paradoxically, a flight of white doves about the dirigible's bow will signalise the event.

The monster "dreadnought of the air" has a gas capacity of 6,500,000 cubic feet, compared with the 5,000,000 of the R 100 and the 2,500,000 of the Los Angeles.

The designers declare that it will be practically immune from aeroplane attack owing to its ability to rise 2,000 feet in a minute while making a forward speed of 80 miles an hour. The fastest pursuit aeroplane, it is said, cannot climb as quickly as that. The Akron's rising speed is said to be due to the fact that its eight propellers are mounted on swivels and can be adjusted to drive the ship upward.

An important feature of the dirigible is what is popularly described as the "wasp's nest"—a kind of garage in the envelope, housing five fast fighting aeroplanes, which can be launched at the approach of any hostile craft and return to the airship while it is in flight.

The Akron cost \$1,075,000. Its eight engines generate 4,480 horse power, and should give her a normal cruising range of 10,580 miles. The fact that she is five tons over (Continued at foot of next column.)

THE FIVE YEAR PLAN.

(Continued from Page 1.)

"On the other hand, every Communist believes in the world revolution, but they believe that will follow from Russia's example, but not by militarist intervention."

Bad Work.

"Will the Five Years' Plan succeed?" he asked.

"My impression is that quantitatively it is going to succeed, that collectivisation will be accomplished more or less up to time. Quality is quite a different question."

"You hear conflicting stories that by speeding up development to such a passionate degree there must be a lot of bad work. You cannot take hundreds and thousands of Moujiks and put them into mass production factories, led by half-trained Communists from schools and universities, and not mind them smashing up a large proportion of machines."

"The percentage of breakages and inefficiency is very high. The more difficult problem still is technical direction. Technicians barely exist. It is going to take time to change the inert Russian into a really competent executive of that kind."

"Regarding the human side the Communists say we in England have warped and distorted human nature by encouraging an excess of individualism. They say 'you must live in a house with a garden round the house and a wall round the garden.' They add 'it is much more natural to live communally, as is shown in childhood, and I think there is some truth in that, but whether a community will stand living with lack of privacy and with restrictions on aspects of individuality I take leave to doubt."

Cannot Go Back.

"Taking all these things into account, I think it is obvious, and I never found any European resident in Russia who disagreed, that Russia cannot go back. It is going to evolve forward, but where it is going to get to nobody knows, not even the Communists themselves."

"They will die in the last ditch rather than return to a system based on private property."

"Inroads into Communism, however, are already being made today. They differentiate in wages according to skills, some receiving four or five times as much as others."

"They allowed certain accumulations in the banks and you could lend money to the State at six or eight per cent, but by inflation of values they always took part of your savings back again so there was no great inducement to save."

"It is in some ways the most gigantic and heroic experiment ever tried in human history. Some of its underlying ideas are going to transform the whole world."

"The notion that private property should function for everybody and not merely for those who own it is in my view a winning idea. I think somehow or other we have got to restrict the chaos of competitive economic life and introduce a considerable measure of state planning, but how far you can do that without restricting the rights of private property is a matter for consideration."

"How can the good in the Russian experiment be reconciled with liberty? I am not afraid that free men will refrain from taking over what is good when they see it is good."

"I do not think there will be a second Russian revolution."

(Continued on Page 2.)

the estimated weight is not expected to reduce this materially.

The use of helium gas will greatly lessen the danger of destruction by fire. Through the use of a water recovery system, which collects the water from the engine exhaust and employs it for ballast, no gas need be released to permit the vessel to gain altitude. The airship's normal crew will consist of seven officers and thirty-eight crew.

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A PARAMOUNT PRODUCTION

THE
DEVIL

A Paramount Picture

with

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Carole Lombard

Lilyan Tashman

Norman Foster

BOOKING AT THE THEATRE.
TELEPHONE No. 25720.

THE SILVER SCREEN.

QUEEN'S THEATRE

"STEPPING OUT"

Adapting a stage play so that everything in it is transferred to film just as it was in the foot-lights, originally, and still building it on distinct motion picture lines, is the feat accomplished by Elmer Harris, playwright, in the case of "Stepping Out," his New York stage success, which he adapted personally to the talkies for Metro-Goldwyn-Mayer.

Featuring Charlotte Greenwood, Leila Hyams, Reginald Denny, Lilian Bond and Cliff Edwards, it is the current attraction at the Queen's Theatre.

Harris worked out his own screen version, retaining all the salient hits and laughs of the stage play, which took New York by storm. Incidentally, Miss Bond, who played Cleo on the stage, plays the same vamp in the picture, with Merna Kennedy as her companion. Harry Stubbs, Richard Tucker, Kane Richmond, and Wilson Bengie are also in the cast. Charles F. Riesner of "Reducing" and "Caught Short" fame, directed.

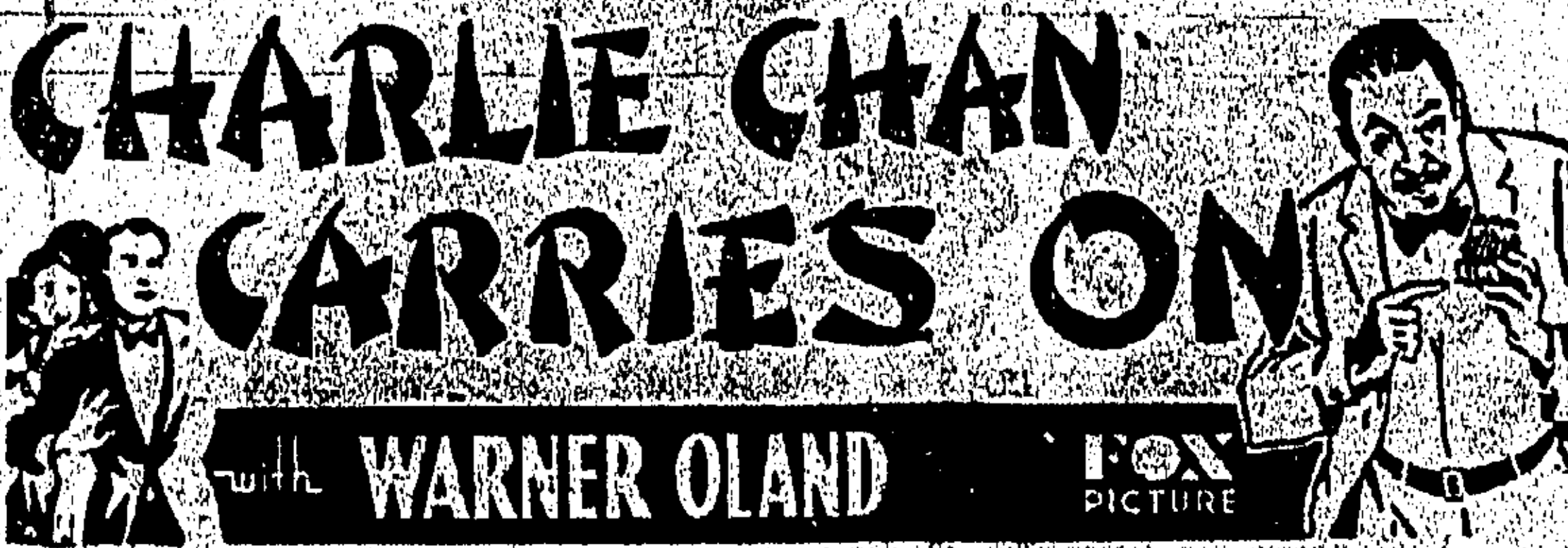
The picture is a hilarious romance of two oil millionaires who try picture production in Hollywood and who have jealous wives. Hollywood and Agua Caliente are locales for a screeningly funny plot of gold diggers and jealousy.

"MEN CALL IT LOVE."

If there ever was such a thing as a 100 per cent. stage cast in a moving picture it is in "Men Call It Love," which will open to-morrow at the Queen's Theatre for three days.

Adolphe Menjou, who is featured in the talkie, a picturization of the Vincent Lawrence stage hit, "Among the Married," began his career on the stage long before entering pictures. Leila Hyams made her stage debut when she was six years old and Norman Foster not only was featured in Broadway productions but wrote them as well before entering talkies. Mary Duncan, who shares leading honours, also is a stage recruit. Hedda Hopper has years of stage success to her credit, and Robert Emmett Keane is the Keane portion of the famous Keane and Whitney team.

And not to overlook the director, Edgar Selwyn, who also began as a stage actor but is more famous as a playwright-producer.

KING'S THEATRE
HONGKONG'S FINEST CINEMATHE MOST COMFORTABLE AND THE ONLY AIR-COOLED THEATRE IN HONG KONG
FINAL SHOWINGS TO-DAY AT 2.30, 5.10, 7.15 AND 9.30 P.M.NEXT ATTRACTION
COMMENCING TO-MORROWGeorge
IN Bancroft
Derelict
A Paramount Picture.

BOOKING AT THE THEATRE.

TELEPHONE No. 25313.



KING'S THEATRE.

"DERELICT"

A veritable floating motion picture studio went to sea for the filming of George Bancroft's new starring picture, "Derelict," which the King's Theatre will show on Thursday next.

A fleet of nine large vessels, equipped with powerful generator sound-recording units, a carpentry shop, a set building department, a paint shop, a property department, a film developing laboratory, and a camera repair shop, as well as all the other many and varied work-units required for a motion picture production, put to sea for a cruise of many days. "Derelict" is the first sea spectacle that Paramount has made since "Old Ironsides," and it was the first time in the history of the studio that modern sound equipment had been available for such a production.

The fleet of vessels consisted of three oil-burning freighters of about 4,000 tons each, a three-masted schooner, drafted from the South Sea Island trade, and five smaller craft of one and two mast specifications. In addition there were a number of tugs, tenders and barges to transfer equipment between ship and shore, certain sequences being filmed on an island off the coast of southern California.

The largest part of the picture was made aboard the fleet of vessels as it cruised in open water off the coast of lower California and vicinity of San Pedro harbour.

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CHARLIE CHAN CARRIES ON.

WARNER OLAND AT THE
KING'S.

Warner Oland, the famous screen Chinese impersonator, makes his last appearance as the King's Theatre to-day in his new talkie, "Charlie Chan Carries On," a gripping detective story, which has attracted such large crowds to the theatre during its run.

The story is about a murderer who travels in company with a crowd of world tourists, and despite the fact that he commits three murders and attempts a fourth during the course of the tour, his identity is unknown until the end of the trip when Charlie Chan (Warner Oland), a Chinese detective, brings him to book by means of a somewhat simple trick.

I was at the Theatre yesterday and enjoyed every moment of the "mystery" film. We are first of all given a glimpse of Inspector Dove's office at Scotland Yard when the officer receives a message to the effect that a member of a world-tour company has been murdered in a hotel. From this point onwards the film becomes a story of how the detectives of the Yard are faced with the problem of who committed the murder. Investigations reveal the fact that one of the company is guilty, but who?

Suspensions first fall on the director of the cruise and up to the end this gentleman is regarded with suspicion, but as the story goes on other people get implicated. We are taken first to Paris, and here the second murder is committed—and as we go along we

even come to Hong Kong when an attempt is made on the life of pretty Pamela Potter (Marguerite Churchill), the grand-daughter of the murderer's first victim.

At Honolulu, Charlie Chan first comes on the scene because it is in his office that the inspector—who had come all the way after the culprit—is shot by the "mystery" man. The latest crime helps Charlie to make up his mind to travel to San Francisco with the tourists and though his company is generally resented he carries on the investigations which finally lead to the arrest of the mystery man.

Baffling though it is, the film is not without its humorous side, for included in the cast are Warren Hymer and Marjorie White who provide just enough fun to make the "talkie" the success it is. Regarding Warner Oland himself, he might just look upon "Charlie Chan Carries On" as a great accomplishment.—F.M.A.

Remarkable that capital punishment had been abolished in Russia, Mr. Shaw said that murder could be committed on very favourable terms—an average of four years. "There is, of course," he went on, "shooting for political offences. That is very difficult for us to understand. If a Russian tries to take advantage of the the system, and by speculation or in any other way tries to enrich himself he disappears."

After a few days his relatives are informed that they may perhaps like to send him some food. Comes back on his relatives are informed that he will not require any more food. Later they are told that he has been shot.

THE FIVE YEAR
PLAN.

(Continued from Page 2.)

Easy Divorce.

In reply to a question on marriage, he said irregular relations were discounted and if people were found living in an irregular union the Soviet required them to get married, but being married, either party could obtain a divorce at any time. The theory of marriage was that it was a purely private concern.

As for religion, they were principally reacting against the superstition and obscurantism of the old Russian Church. He believed sooner or later there would be a revival of religion in a healthier form.

At the moment they had not begun to feel the hunger for spiritual things. Communist youth at present was occupied with science and economics as youth generally is with its new toys.

SOVIET METHODS FOR
GREAT BRITAIN?

G.B.S. WANTS A FIVE YEARS' PLAN.

Mr. George Bernard Shaw addressed members of the I.L.P. Summer School, near Wexham. He said:—

"Here have I been preaching Socialism all my political life, and here at last is a country which has established Socialism, definitely made Socialism the basis of its whole political system, a country which has definitely thrown over private property and turned its back on capitalism."

"It has succeeded in conducting industry successfully by that system, and political constitution successfully on that system."

"The fact that they are making such a success to-day is not so enormously creditable. You must remember they are working in conditions which to us would be almost ideal. They are working their machine with oil in its bearings. We are working our machine with sand in its bearings."

Youth Who Set the Pace.

Mr. Shaw, describing his visit to a Russian factory, said that a youth, wearing a Lenin Order, was presented to him as having set the biggest pace in carrying out the Five-Year Plan.

"I said to him," Mr. Shaw related, "If in England you set double the pace of your fellow workmen you would not be a popular character. You would be called a 'logger,' and would run a certain chance of having a brick dropped on your head in a quiet lane. If you are going on at that rate you stay in Russia." (Laughter.)

"They are all working for efficiency. In this country that youth would have been spoiling the chances of his fellow-workers. That friction does not exist in Russia."

"We want a Five-Year Plan here very badly. They want a Five-Year Plan in America very badly. Why don't they have it? What would British workmen say to the Plan?" "In Russia it is perfectly smooth. The workers put their backs into the Plan because they know what they put into it they will get out."

"British statesmen believe themselves far superior to Russian statesmen. These men who are at the head of affairs in Russia are not only in the enormously morally superior position of communism, but they are intellectually superior."

People Who Disappear.

"They have to begin by reading Marx. They look upon us as 'imperialists,' and we cannot realise we are imperialists."

"They have a system which is trap-proof, bell, drop-proof, and are obviously in the superior position that nobody, not even a hardened Conservative, could go there and wish that the five-year plan is the hope of the world. With our plan we are running to the edge of the abyss."

(Continued on previous column.)

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WHEAT FOR FLOOD REFUGEES.

AMERICAN OFFER CONSIDERED TOO HIGH.

(Chun Wan Yat Pao)

Hankow, Sept. 1. Marshal Chiang Kai Shek, who attended a weekly Memorial Service held at the Hankow Provincial Government House, said that the negotiations with the American interests for the supply of wheat to relieve the Yangtze flood sufferers were still proceeding. The American interests demand that payment be made after two years with 4.5 per cent. annual interest. The market price was about \$3.50 per bushel including transport charges. This price was rather high in comparison with the domestic market price, and the credit terms offered were also regarded by the Finance Ministry as too short.

VEGETABLE SHORTAGE IN HONG KONG.

RESULT OF CANTON'S EXPORT TAXATION.

(Wah Tat Yat Pao)

Canton, Sept. 1. As a result of rejecting the Government's export taxes on vegetables, which is to be enforced to-day, the Canton vegetable dealers have stopped the exportation of vegetables to Hong Kong. It is understood there will be a meeting of vegetable dealers to-morrow to decide their future attitude.

MAN WHO CHANGED HIS MIND.

CHINESE FAILS TO COMMIT SUICIDE.

A Chinese, who jumped into the harbour from the Yau-mat ferry launch Man Lai last night with the intention of committing suicide, was picked up three hours later in the Central Ferryway by a J.C. J. L. motor boat. The man, though in the last stages of exhaustion, was still swimming, the urge of self-preservation evidently having overcome his desire to kill himself; the sobering effects of the immersion no doubt helped him to change of mind.

When the alarm was raised on the ferry launch who was stopped and a search for the man was instituted. When no trace of him could be found he was given up for lost and the launch resumed her journey.

The man was extremely fortunate to be picked up when he was, as he was literally at his last gasp.

He later gave his name to the police as Li Wai-tung, and said that he was a recent arrival in the Colony and had been staying at the Tung Nam Boarding House. He is twenty years of age, and appears to be in a destitute state. He is now recovering at the Kwong Wah Hospital.

LIQUOR ON THE TAI LEE.

UNKNOWN TO THE CAPTAIN.

Captain J. Bousfield, master of the S.S. Tai Lee, one of the Sze Yapp & Co.'s vessels on the Kowloon run, was summoned before Mr. Schofield at the Central Magistracy yesterday for making an incomplete statement of liquors carried on the voyage, and for not sending in the statement with regard to the same at the proper time.

Mr. R. R. Todd, Assistant Superintendent of Imports and Exports, prosecuting, said the Tai Lee was one of the biggest offenders in that respect on the waterfront, judging from a record available. On this particular occasion, Revenue Officer Ward went on board at about 8 o'clock on the morning of the 25th and, searching around the cargo deck he found 22 jars and a bottle of Chinese wines, scattered, he thought, amongst the cargo, and also 12 other jars and another bottle in a corner occupied by a fruit vendor's stall. It was also alleged that this was being sold from the ship after it arrived in Hong Kong, in a funnel, tin, and measures, having been used as evidence of an illicit trade carried on mostly with junk and sampans people.

According to Mr. Todd, Captain Bousfield had failed to send in the statement within twenty-four hours of the ship's arrival, and that when it was submitted it was a null return and showed nothing of the wines seized. The duties payable were estimated after examination by the Analyst, amounted to \$85.

Captain Bousfield, who said that until he was informed by R.O. Ward he had no knowledge of the liquor, was fined \$50. The summons regarding the late return was not pressed.

MOTOR LICENCES.

WHEN DOES A DAY END?

INTERESTING POINT REGARDING RENEWALS.

When Mr. Lewis, of 19, Broadwood Road, was summoned before Mr. Schofield yesterday for driving a car which was not duly licensed, and for doing so without an appropriate driver's licence, along Hennessy Road at 6 p.m. on July 31, he asked for a definite ruling as regards the renewal of licences annually. He then entered a formal plea of not guilty, explaining that he was taking that course as the question affected some 200 motorists and he wanted the matter trashed out for their benefit.

Inspector C. F. Alexander, prosecuting, remarked that it was a straightforward case. It was a question of whether the defendant had the required licence or not.

Mr. Lewis then remarked that the police usually gave a month's grace for the renewals of all such licences which expired every year on June 30. As they were renewed on the first of the month, the period of grace must include July 31. To this statement, Inspector Alexander replied that in the present case, the licences were already a month overdue. The Traffic Department closed at 5 p.m. on July 31 after which time licences were not procurable.

Defendant: In reply to that I asked the traffic sergeant if I could go the following week and he said "No, to-morrow will be all right."

His Worship: As far as I can see, the month's grace appears to have expired, as the police contend, at 5 p.m. on July 31.

Defendant: That, your Worship, is not one month.

His Worship: If you consider the Ordinance very strictly, the real time is midnight on the 31st.

Defendant: If the sergeant had told me to go straight away I could have done so.

Inspector Alexander: The Inspector-General of Police allows motorists to renew licences during July, not August.

"To-morrow would be All Right."

Sergeant Brittain said that at about 6 p.m. on July 31, he stopped the defendant in Hennessy Road and found he had not renewed his licence. He told the accused the Traffic Inspector would be informed.

Defendant: Do you remember I said to you, "If I go along after the holidays would that be all right to renew my licence?"—No, I don't.

Did you tell me that it would be too late after the holidays and that to-morrow would be all right?

Defendant then told the Magistrate that he thought the motoring public should get a definite ruling as to the month's grace allowed by the police. He wanted a definite statement as to whether it was genuine or not. If it was genuine, he would win his case, but if not genuine, he must lose, but that did not matter.

Inspector Alexander: I think that question should be put to the Inspector-General of Police.

A Period of Grace?

His Worship: There is nothing at all in the Regulations about that.

Inspector Alexander: Oh, No. Defendant: Then, your Worship, the police admit there's a period of grace?

His Worship: I can't take any notice of this period of grace.

Defendant: I should like a note made by your Worship as to whether there's a period of grace or not. That's the whole reason for taking this case.

His Worship: Assuming, for the sake of argument, there's a period of grace allowed, and assuming also that this period is the month of July, it appears to me that the period of grace necessarily expires at midnight on July 31 and it is a fact that the Traffic and Licensing Offices close at 5 p.m. on that day.

It is, therefore, impossible for motorists to get licences before some time on the morning of August 1. Then during that period the unexpired licences are out of date.

Defendant: I thank your Worship. That's the point I wanted to make clear.

His Worship: It appears, then, that any person who has no licence at 5 p.m. on July 31 must necessarily fail outside of the period of grace. I think, therefore, I am obliged to convict on both summonses.



PHOTO OF NERVE CELLS SEEN THROUGH MICROSCOPE

THERE'S NO MAGIC IN IT!

SIX MONTHS AGO THERE WERE FIVE "SMALL" ADVERTISEMENTS IN THE HONGKONG DAILY PRESS. TODAY A WHOLE PAGE HAS TO BE GIVEN UP TO THEM. THERE IS NO MAGIC IN IT. THE PUBLIC HAVE DISCOVERED THAT DAILY PRESS "SMALLS" BRING RESULTS—THAT'S ALL!

Dr. Lewis

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Day Ends At Six O'clock?

Defendant: May I appeal your Worship? Have I the power to appeal?

His Worship: On what grounds?

Defendant: On the ground that a day ends at 5 or 6 o'clock and not at midnight.

The defendant went on to say that all Police Stations opened all night, and he could deposit money with the sergeant on duty at time. He was misled by the traffic sergeant who told him that "to-morrow would be all right" otherwise he would have paid the fee that day.

His Worship: You wish a case stated?

Defendant: In the case of conviction, I wish to give notice of appeal.

His Worship:—Then you wish a case stated?

Defendant: I shall have to engage counsel.

His Worship: If you cannot counsel you will have seven days before you give direct notice.

"The Status of Drivers."

Defendant: Your Worship, judgment has not yet been given against which I must appeal.

His Worship: Then I think I had better announce the fines. \$5 for driving without a licence and \$10 for driving an unlicensed car, and allowed seven days in which to pay the fines.

Defendant: Then I know the status of motor drivers. I shall pay the fines.

FATHER'S ADVICE TO DAUGHTER.

HYDE PARK DEATH.

CAPONE'S SOUP KITCHEN.

MANAGER SHOT.

SUSPENDED FOR NOT SAYING.

NOT SAYING.

Triangle letters, etc. a letter to the editor who at the

are known to the present generation. Bauer's Milan correspondent

One as a best in the world, slight to manage, and in fact, good to the artist, at the age of about 20, in the middle of the 19th century, he was a remarkable example to the public in the drawing in the Ambrosiana Picture Gallery in Milan. It is, however, supposed to be the work of one of the pupils of Leonardo, to whom he probably said a word.

The other is a beautiful marble by Leonardo at about 20 years of age. It was found by Mr. Albano in an antique shop in Boston, Massachusetts, in 1910. The sculpture brought it from a collector. It had evidently been in America about twenty years, and is believed by experts to have been taken from the Church of Santa Maria della Grazie in Milan, where Leonardo was working at that age.

Mr. Albano, particularly, declared that these pieces should be first taken to Milan, where the opportunity of seeing them in the course of the month.

Happy—Then Suspended. After their second marriage they had a daughter, in May 1920 Mrs. Bailey's suspicions were aroused with regard to her husband's association with the woman named Tucker. Subsequently Mrs. Bailey filed her present petition for divorce.

Lord Merrivale, granting a decree nisi, said he was satisfied there should be a divorce.

After 10 years of married life, Mrs. Bailey, who has been divorced because of his misconduct with a woman who was not named in the present petition, and Mrs. Bailey lived together again and he was reconciled with the woman who was not named.

SECOND DECREE FOR A WIFE.

MAN SHE RE-MARRIED AFTER DIVORCE.

A woman who remarried her husband after she had divorced him was granted a second decree nisi against him in the Divorce Court.

She was Mrs. Lorna Bailey, of Brampton, Woodstock, Ontario. She asked for the dissolution of her marriage, on the ground of the misconduct of her husband, Walter Herbert Bailey, with a woman named Tucker at an hotel in Northumberland-avenue, W.C., in August. The man was an admitted adulterer.

Lord Merrivale, granting a decree nisi, said he was satisfied there should be a divorce.

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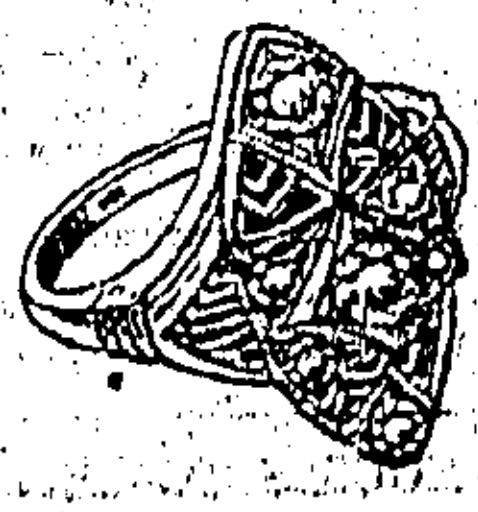
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TRAGEDY AND HARDSHIPS OF HONG KONG'S
POOR CHILDREN.

GRAPHIC PICTURE DRAWN BY S.P.C. OFFICIAL
AT ROTARY CLUB MEETING.

Speaking on "Child Welfare in Hong Kong," Mr. T. J. Hazelrigg, who is one of the joint honorary secretaries of the Society for Prevention of Cruelty to Children, said yesterday: "It appears to me that the Colony is faced with two alternatives in the case of sick children. One is to provide first class medical and hospital accommodation, to educate the parents as to the value of these and possibly ultimately to compel them in all cases of necessity to make use of them. The other alternative is to ignore the sickness of the children and dispose of their bodies. The latter policy is cheaper but I think you will agree with me that humanity demands the former."

Mr. Hazelrigg gave a very pointed address on the conditions under which the children of the poor are brought up and mentioned that the death rate in 1921 was 233 per thousand. Last year, it was stated, 6,777 infants died in their first year and 2,900 others, under the age of five, also lost their lives.

The meeting was presided over by Hon. Dr. S. W. Tso, who at the outset mentioned the question of providing playgrounds for the poor children as discussed at the Rotary Club luncheon the previous week.

STARVATION AND DISEASE RAMPANT.

The Chairman said:—At our last meeting we decided to take the responsibility for organising games on certain vacant areas in the City of Victoria. Our President has written to the Colonial Secretary regarding our scheme and this is the reply from him, which I am going to read for your information.

"My Dear Hon. Sir, Many thanks for your letter of to-day's date. I am very pleased to see that the Rotary Club is prepared to undertake the management of two playgrounds for children and I will ask the Director of Public Works to hurry on the work of preparing these grounds so that the Club may start its excellent scheme at the earliest possible moment."

After extending a welcome to two Rotarian visitors from Shanghai, Messrs. A. H. Gordon and T. K. King, the Chairman introduced Mr. Hazelrigg, the hon. secretary of the Hong Kong Society for the Prevention of Cruelty to Children. He has come to talk to us on the subject of child welfare in Hong Kong. Mr. Hazelrigg was for sometime a secretary of one of the Society's branches in England. He has a thorough knowledge of the working scheme and he gave us the benefit of his knowledge in Hong Kong when he started the local Association. We are greatly indebted to him for all the help he gave in forming the local society. I am sure everybody will be interested in the welfare of the children in Hong Kong. I think every section of the community is greatly interested and I am sure we shall be delighted to hear Mr. Hazelrigg speak on the work it has done and the work it has carried on elsewhere.

MR. HAZELRIGG'S ADDRESS.

Mr. Hazelrigg said:—I have never had the experience of speaking to one of these terrifying meetings before and if my voice does not carry properly I hope you will indicate it by throwing something at me.

The history of the Hong Kong Society for the Prevention of Cruelty to Children has been so brief that we can hardly expect it to have resulted in any radical change in the conditions under which the children are living in this Colony. There is a great deal of exploratory work to be done before we can hope to achieve anything substantial.

The Society in Hong Kong was founded in January, 1930, and I may say that its effective life began in August, 1930, with the appointment of its first Inspector. In the following twelve months the Society was called on to investigate 170 cases, which affected the welfare of 253 children. The most outstanding fact that has been gleaned from the first year's experience is the amount of poverty which exists in this Colony and for which there is no organised relief. Eliminating those cases in which the income is such a substantial sum as \$50 a month and those cases in which we did not ascertain the income, we find in the remaining 140 cases that the family income was under \$2.00 per head per month, out of which the members of the family had to find clothing, food and lodging.

In 32 cases the Society found that the parents were utterly destitute and had no income whatever, and in 40 cases the family income worked out at under \$2.50 per head, that is about 20 cents per week, a trifle under half what I understand you pay for your tiffin here, to support an individual for the whole of the week. One has to bear in mind the fact that among the very poor employment is not regular and under

of it is merely casual labour and the income, such as it is, is precarious. For the adult, life, I think, must be always overshadowed by the fear of sickness, and unemployment. For the child it undoubtedly means, as a rule, life in a congested tenement house and nothing but the streets as playgrounds, and all too frequently insufficient food to build up any reserves against disease.

Work of the Society.

The Society is charged by its constitution with the duty of protecting the interests of the young and I think I am accepting it that it is the duty of the Society to ensure at least that the young do not suffer from starvation. Recognising that duty, the Society has, during the past seven months, granted food to 61 families. These grants of food were not indiscriminate. We very rarely make any advance of money and grants, as a rule, take the form of milk food of some sort or other such as Glaxo, Lactogen or some other well-known brand. I hope that in the means of saving a number of lives.

In some cases we find that the parents are unemployed and wholly destitute. In those cases it has been the policy of this association to try and make the parents self-sufficient. We have tried to find employment for them—I am afraid we have not been very successful in some cases, and it is then that the Inspector General of Police becomes very useful. We try to find employment for the entirely destitute by giving them hawkers' licences and setting them up with a certain amount of stock.

To give you one instance of this, there was a woman living over in Kowloon who was left destitute by her husband's death and she had four children. When the case was reported to us they were absolutely without means of any kind. A member of the Society brought the case to our notice and contributed towards the licence and we paid for the stock. Through our Inspector we secured an apprenticeship for the eldest child and got a younger one placed in school. At least they now have enough to live on.

In other cases we find destitute children in the Colony without either parents or relatives. In these cases it has been the policy of the Society, particularly if the children are Hong Kong-born, to try and get them into some institution where they will be educated and where they will learn a trade and might grow into useful members of the community. This has been done in some cases during the past seven months. An instance of this was when the police one day brought to my office a half-naked and half-starving boy who had been sleeping under the verandahs in Nathan Road. He had no relatives in the Colony and he was subsisting on what he could beg. He has been placed in the St. Louis Industrial School and is maintained there by the Society.

St. Louis Industrial School.

The Secretary for Chinese Affairs sent a boy to us recently whose father had been killed in an accident and this boy was wholly destitute. He was also placed in the St. Louis Industrial School and is learning carpentry, and I think he will make his way in the world.

Referring to one out of the ordinary cases, in which we found it necessary to place both child and parent in the care of an institution, that was the case of a woman who was suffering from leprosy and her son, 16 years old, was also affected by the same disease. That case was reported to the Society when these

in a state of utter destitution in a very mean mat shelter on a shore near one of our bays. Through the kind offices of Mr. Wolfe, arrangements were made for them to be removed to a leper colony and the Society is maintaining them there.

The question of obtaining medical attention is one of the most important to the Society. During the past year we have obtained medical attention for children in 65 cases, and in 40 cases children have been reported as cured. It may sound very easy to obtain medical treatment for children. I can assure you in this Colony that there are few things more difficult to get than to get Chinese parents among the poor to see that their child gets proper medical treatment. They have an entire abhorrence and reluctance to take them to hospital. The parents are inclined to regard the hospital as a place to which they take their children as a last resort.

Our inspectors are, I think, doing very useful work in educating parents in the use of the medical facilities available in the Colony and they are getting the children into hospitals and sometimes they manage to persuade the parents also. In many cases the parents will call and remove the child within 24 hours from the hospital. Whether they expect miracles in the way of rapid cures I don't know.

Broads of Starvation.

I should be leaving a wholly wrong impression with you if I were to leave you with the idea that in every case in which we have supplied food and secured medical attention, the Society has been the means of saving life. It has not. Unfortunately, owing to the reluctance of people to take their children to hospital, in some cases ignorance as to the existence of the Society which is willing to help the children, cases are all too frequently reported to us at such a late stage that we can do nothing. The inroads of starvation and disease have lasted so long that the child's constitution has been so worn down that there is nothing we can do which could be effective.

While I speak of medical attention for children I should like to take this opportunity to question whether we have sufficient accommodation in the hospitals for the children of this Colony. I don't like statistics any more than you do, but one must grasp statistical, otherwise you cannot grasp the subject. We have not the result of the present year's census so I am driven back to the 1921 census in which we find the following figures. Children of the age of ten years and under, 64,000 (Chinese children only); under the age of five years, 40,000. At that time the death rate was stated to be 233 per thousand in the first year of birth. Let us look at the position as it was in June last. The number of beds available in this Colony for children was 180, and this includes 150 in the French Hospital and in the Foundling Home of the Sacred Heart.

This works out at one bed per 400 children. Neither I nor anybody else can tell you the precise ratio of the number of beds there should be to the number of people in the population, but there are, I think, factors which will give you a fair indication. The death rate in this Colony among children has been for the past two years over 6,000 of the children under one year of age. Last year the number was 6,777. That is a further 2,600 children who died under the age of five years. That, I think, gives some indication that the available hospital accommodation is not sufficient. There is another indication, if it is noted, and that is the great number of children's bodies which are found yearly dumped in the streets of the Colony.

"Nothing Serious."

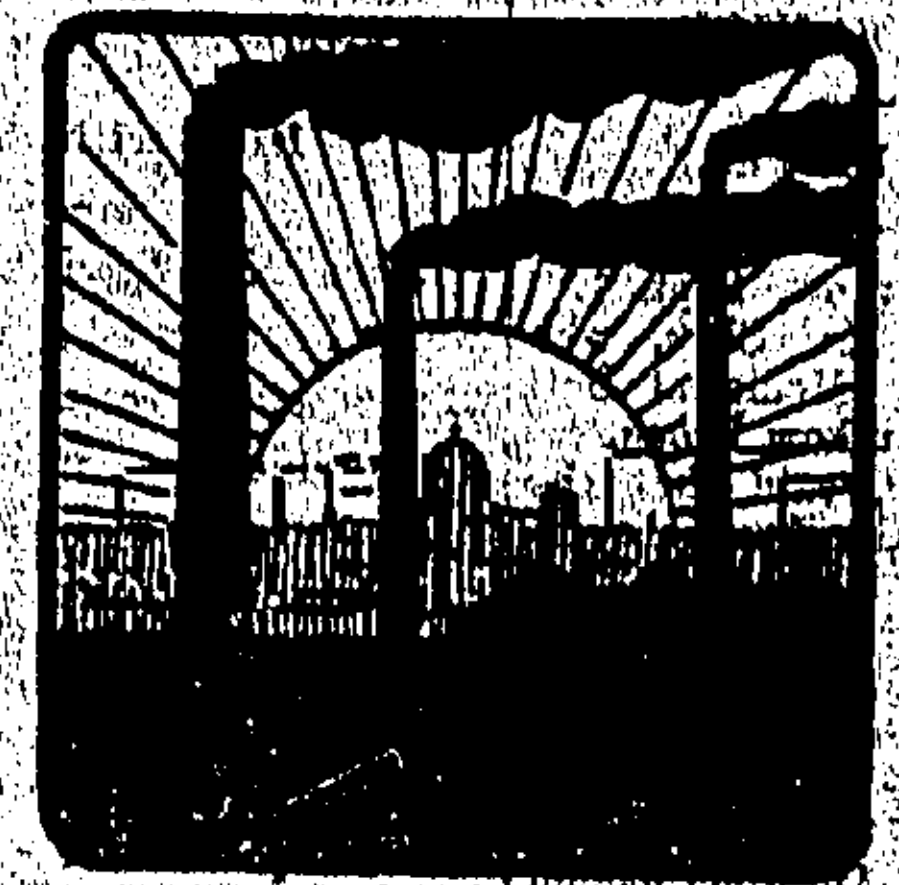
"A little while ago one of our Inspectors went round to see a case and found that the child had died and had been buried. She asked the parents what was the matter with the child and the reply was "nothing serious." I think, unless we are prepared to accept the standpoint of these parents that there was nothing serious the matter, and unless we accept the standpoint that 6,500 children died in one year in the same way, we are forced to the other alternative and that is that the hospital accommodation in this Colony for children is wholly inadequate for the needs.

I should, perhaps, qualify the figures I have given as to the number of beds available by saying that there are a certain number of beds spaces available in the adult wards but these are not ascertainable and entirely dependent on the demands of the adults. One thing has been done during the last two months to increase the accommodation. In July the Chinese Sisters of the Precious Blood opened a small hospital with accommodation for approximately 40 children. The Hong Kong Society for the Protection of Children gave a grant of \$1,000 towards the initial expenses of that hospital and during the past month it has also undertaken to spend a further \$500 on what the Medical Officer regards as essential equipment.

It appears to me that the Colony is faced with two alternatives

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in the case of sick children. One is to provide really first-class medical and hospital accommodation, to educate the parents as to the value of these and possibly ultimately to compel them in all cases of necessity to make use of them. The other alternative is to ignore the sickness of the children and dispose of their bodies. The latter policy is cheaper but I think you will agree with me that humanity demands the former.

I read in the papers and I heard to-day with great pleasure that this Society is taking an active interest in children's playgrounds. A few days ago I was reading a book entitled "The Diligent Child," and it may interest you to know that in the London area the figures show very clearly that the ratio of delinquency is highest in those areas in which there are the fewest facilities for recreation for children.

Hong Kong's Slums.

I don't pretend to be an authority on the slums of Hong Kong and I don't say that our slums are any worse than those of many European cities, but it is a self-evident fact to anyone who goes round that overcrowding is rampant, where the sole playground for the children is the street. It is wonderful how these children ever grow up at all, and it is nothing short of miraculous, if they develop a physique worth having and escape disease.

I think you are going to do a work of immense value to the Colony in your provision of playgrounds. I ask you to go a step further and make a study of the congested districts of this town and to use your influence with the powers that be to see that these congested districts are reconstructed. They clamour for demolition and reconstruction.

I have tried to show you something in a few words of the things our Society found itself up against. I think I can say that malnutrition, lack of nourishing food, bad housing conditions and the failure of parents to avail themselves of medical facilities, plus shortage of accommodation, are taking a terrible toll on the child life of this Colony. You cannot remedy these things without money. You cannot remedy them unless there is public opinion behind it and here Rotarians can be of the greatest value for the community. So far as our society is concerned our work cannot continue as it should, unless it has the backing of public opinion, and financial help. We started in August last year with one Inspector. Up to that time we had been averaging 30 cases a month. In July we had 35 cases and in August the figure went up to 55 and we have taken on a third Inspector and the Victoria district will be subdivided and I expect a leap-up of the figures.

If we are to help the destitute at all we must give some relief. It is no use telling the parents what to do if they have not the wherewithal to do it. I anticipate that we shall want \$5,000 for it. Inspectors of the class we have cannot be obtained for "indifferent salaries." We engaged trained nurses for the work because we find so many medical cases. Our expenses for Inspectors will be in the neighbourhood of \$4,000 next year. There is also a small amount of necessary administration expenses of the Society in the neighbourhood of \$1,000 or \$1,200 for office work. I should say that if our work is to develop as I hope to see it develop, our needs for next year will not be less than \$10,000.

The New Territories.

Yesterday I received a letter from the secretary of the New Territories Medical Benevolent Association. That Association asks us to go and do our work in the New Territories, and they want us to relieve the poor there because they say they cannot find cases where children are half-starved, because their parents are too poor to provide for them. Unless we have funds and public support we cannot provide food in the New Territories and cannot carry out work beyond its present stage and we cannot give support to the hospital, which is vital to the children.

Towards our expenditure of \$15,000 our anticipated income is \$3,000 Government grant which I hope will be maintained. We get roughly \$1,000 from annual subscribers. We get \$500 from the Ministering Children's League and we get \$300 coming in from investments of the Life Members Subscriptions and other large donations. Altogether we look like having, unless people prove generous, a deficit of \$10,000. Personally I am not frightfully depressed about that because I think that when the community of Hong Kong realises the needs of the children of the poor in this Colony, the community won't let them down and I ask you as a representative and influential body to do your utmost to see that the children are not let down.

I wish to thank you in the name of the Society for so kindly hearing what I have to say about the Society's needs and hopes for the future.

Professor Gorard asked if Mr. Hazelrigg had taken into account the thousands of children who were treated in the clinic at the Government Civil Hospital each year.

Government Clinics.

Mr. Hazelrigg replied he did know that large numbers of children were being treated at the clinics in the Colony, and he said he wished to express thanks to those doctors, who were so generously giving their time and valuable skill to helping the Colony's children. He referred to the work done at various clinics and said that they were doing an immense amount of good but he thought they needed more children's clinics distributed over the Colony.

In expressing the Club's thanks to the speaker, the Hon. Mr. R. H. Kotelawala said—in his brief address, Mr. Hazelrigg has managed to give us a comprehensive and clear idea of the work undertaken by the Hong Kong S.P.C. the difficulty it has encountered, the work so far accomplished and the work it proposes to do in the future.

Mr. Hazelrigg has omitted to mention one important particular and that is the officials of the Society. Mr. Hazelrigg himself helped to start the Society and since January, last year, has been its joint hon. secretary. As Chairman of the Executive Committee I have had ample opportunities of appreciating and appreciating his work and it is no mere figure of speech to say that Mr. Hazelrigg has been the Society's very life and soul. (Applause.) His sympathy for the poor suffering children is unbounded while the energy he displays and enormous trouble he takes in affording relief to these children is simply amazing.

Some of the results of this self-imposed labour—a labour of love—have already been mentioned though very inadequately in his short address. Mr. Hazelrigg has told us a tale of sickness, poverty and suffering and of the aid towards which the S.P.C. has made towards amelioration. Mr. Hazelrigg has told us his tale with a studied avoidance of rhetoric and that simplicity has succeeded better in evoking sympathy.

An Appeal.

If you realise the needs of the children of Hong Kong, as I know you do, and if you think the work of Mr. Hazelrigg and his associates deserves encouragement and support, as I know you do, I ask those of you who are not already members of the Society to join it so that you may take a share in the helping of these unfortunate children and your share in the work of the Society.

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NEW ADVERTISEMENTS

THE DIOCESAN BOYS' SCHOOL
NOTICE.

NEXT Term will commence on MONDAY, SEPTEMBER 14th at 8.30 A.M. New Boys should attend on that day. Particulars as to Fees, etc. can be obtained from the School.

H. P. T. FYNIE,
Acting Headmaster.
[1137]

ROYAL HONG KONG GOLF CLUB.

FANLING CADDIES.

As far as No. Caddies have registered under the New Scheme proposed by the Committee and as the arrangements for providing Caddies from another source have fallen through, Players are kindly requested to make their own arrangements for Caddies till further Notice. NO LOCAL CADDIE IS TO BE ENGAGED AT FANLING.

Special Railway Tickets for Caddies taken from Hong Kong may be obtained on Application to the Club Office.

E. D. MATTHEWS,
Secretary.
[1138]

THE MACAO JOCKEY CLUB.

THE INAUGURAL RACE MEETING will be held (Weather Permitting) at the AERIAL PISTA, MACAO on SUNDAY, 7th SEPTEMBER, 1931, commencing at 1.30 p.m.

The First Bell will be rung at 1 p.m.

MEMBERS' ENCLOSURE. Members are Notified that they and their Ladies must wear their Badges prominently displayed.

No one without a Badge will be admitted to the Members' Enclosure.

Badges admitting NON-MEMBERS to the Members' Enclosure at \$1 each are obtainable through the Secretary upon introduction by a Member.

Members can obtain upon application to the Secretary Badges (limited to two) for the free admission to the Members' Enclosure of Wives, Lady Relatives and Friends.

Refreshments will be obtainable in the Enclosure.

PUBLIC ENCLOSURE. The Price of admission to the Public Enclosure is 20 Cents.

STEAMERS. The S.S. "TAISHAN" will leave Hong Kong at 9 A.M., returning from Macao at 6 P.M.

Conveyances will be obtainable at the MACAO WHARF.

By Order,
W. L. ALEXANDER,
Secretary.
[1139]

G. B. R.

THE PUBLIC WORKS DEPARTMENT is prepared to receive Tenders for the Purchase of Old Materials comprising the following: Scrap Metals—Cast Iron, Wrought Iron, Brass, Bronze, Copper and Aluminum, also Lumps of D.W. and C.P. 110 Volts in Good Condition.

Further Particulars and Forms of Tender may be had on application to the Supt. ACCOUNTS and STORES, PUBLIC WORKS DEPARTMENT. [1131]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undersigned Certificate for 100 Old Shares in this Company registered in the Name of Mrs. E. S. ANDREWS has been LOST or DESTROYED, and should this Certificate not be produced to the Company before the 31st SEPTEMBER, 1931, New Certificate for the said Shares will be issued and the Old Certificate No. 5191 will thereupon be treated by this Company as NULL and VOID.

Certificate No. 5191 dated 7th SEPTEMBER, 1904, for 100 Shares Nos. 78801/78900.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 24th Aug., 1931. [1090]

FANLING HUNT & RACE CLUB.

THE following Dates have been selected for STEEPCHASE RACE MEETINGS at KWAN TI during the Season 1931/1932—

SUNDAY November 16th

SUNDAY December 20th

FRIDAY January 1st

and

SUNDAY January 8th

SUNDAY January 24th

SUNDAY February 14th

SUNDAY March 18th

SUNDAY April 17th

[1131]

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NOTICE.

WE beg to notify our Customers that on and after the 29th AUGUST, 1931, the TAXI FARE in accordance with Government's approval will be as follows:—

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HONG KONG & SHANGHAI TAXICAB Co., Ltd.
(Telephone No. 20408)

STAR TAXI Co.
(Telephone No. 26748)

Hong Kong, 24th Aug., 1931. [1092]

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[1093]

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[1131]

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Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 2, 1931.

CHILD WELFARE IN
HONG KONG.

At yesterday's meeting of the Rotary Club it was obvious that Mr. T. M. HAZLERIGG stirred some very uneasy consciences. An appeal was made on behalf of Child Welfare Work in Hong Kong, and very early in his address Mr. HAZLERIGG was showing that poverty is at the root of child suffering.

The poverty in our slums is past belief, and the Society for the Prevention of Cruelty to Children, of which Mr. HAZLERIGG is Hon. Secretary, is doing work among people whose income is as low as sixty cents per week per head.

In 1921 child mortality was recorded as 296 per thousand infants under one year. Last year 6,770 children under one year died, and another 2,300 between one year and five years. The main causes were malnutrition and the diseases arising from that state. The Society has no hesitation in saying, that though ignorance, and fear of Western medicine are big factors in this sacrifice of infant life, sheer poverty is by far the greatest cause.

Mr. HAZLERIGG was dealing with fundamental things, and he summarised the position when he pointed out that there were two possible courses: to ignore the suffering due to poverty, or to provide relief. The former policy had the merit of being cheaper, but the latter was in accord with the dictates of humanity.

A very general attitude is to say that we foreigners are not here for the benefit of Chinese paupers; we are a community of British traders and professional men; we look after any deserving, and many not very deserving, cases of distress among our own people, but we live in our own compounds, and at our own standards, and we cannot be expected to shoulder the burden of China's poverty. We simulate, in fact, a man of property and two respectable ecclesiastics of whose conduct a certain Teacher of nine centuries ago spoke rather disparagingly, when dealing with the eternal problems of destitution and suffering. However, Hong Kong circumstances are altogether different, and we should consider the

bothered.

We all know perfectly well that that kind of humbug is not good enough. The Society in question wants \$15,000, and is obviously very doubtful if it will get it, in spite of Mr. HAZLERIGG's advocacy. The hard fact remains that the money in question would save lives and mend broken bodies of children. Is it worth doing? If not, a eugenicist would advise: "Put up a lethal chamber and shorten the suffering."

In England, when the country was poor, disorganised and divided against itself, this problem of utter destitution was faced. Within fifty years of the dissolution of the monasteries, where, in the Middle Ages, the destitute were helped, Queen ELIZABETH's Council had set up a system of Poor Relief. When the system broke down last century it was replaced. No one in England is allowed to starve.

It is easy to argue that a system of Poor Relief is impossible in Hong Kong. We all know the line of reasoning about attracting every sponger in China. But is Hong Kong, satisfied with its street alewives, its prowling children and hungry destitutes? How virtuously angry we are when we read of such things in far off Russia! The wealth of a nation lies neither in gold, nor in the efficiency of a small class, but in the general health, prosperity and happiness of its citizens. This doctrine of WILLIAM CORBETT is now a common place, and it is true of Hong Kong. There are immense commercial and industrial possibilities in this place, but the only sure foundation is a healthy and contented population; a great community cannot be maintained on a foundation of slums, like the slums of Hong Kong. It is no good arguing that Hong Kong has always been like that. As a city grows its slums tend to become worse—more and more crowded and dirty, and inhabited by growing numbers of diseased persons, unemployed and unemployable. The new areas are, in many ways, but the older parts of Victoria get steadily worse.

We have been warned that this Colony has reached the limits of taxation and our evils must take care of themselves. We commend that warning to the affluent sections of the community, and we ask them, to ponder, one Saturday afternoon, when it is too wet to go racing, to play games, or even to visit the cinema, whether that is really the truth!

SIR HALL CAINE.

A Reuters cable tells us to-day that Sir HALL CAINE is dead at the great age of seventy-eight. Sir HALL CAINE was one of the oddest figures of English letters. Long ago, as a young man he was an associate of WILLIAM MORRIS, DANTE GABRIEL ROSETTI and others of that brilliant circle, and an early work from his pen was a study of S. T. COLERIDGE's mystical poem *Cristabel*. But young HALL CAINE soon deserted highbrow stuff, and in 1885 his career as a novelist began with "The Shadow of a Crime." The curious thing was that HALL CAINE like his rival Miss MARIE CORELLI, took himself very seriously, and fully believed that he was in the succession of FINDING and THACKERAY, SCOTT and DICKENS.

HALL CAINE had plenty of imagination and real literary gifts, but his taste and his sense of values were utterly false, when judged by the tested canons of literature. However, these defects were quite approved by many rather simple-minded people, who regarded HALL CAINE as the prophet of the age. In these days, however, we see that the villainy of his villains was often laughable, and his heroes were unbelievable prigs.

Sir HALL CAINE outlived his day. His Marx stories are his best work, and still sell to some extent, but most of his books have been snowed under by the great drifts of recent best sellers. Modern writers of popular novels suffer from few illusions. If you solemnly informed Mr. EDGAR WALLACE that he was "a classic," he would tell you that you were a fool or a sycophant. But what enjoyment he gives, especially to those of us who want to "forget everything" after a "hard day's work." Sir HALL CAINE was a very conscientious workman, but he might have written, perhaps, a really fine book out of a library of commonplaces, and a jargon of "forget everything" after a "hard day's work."

When he had a jargon estimate of his own powers.

★ News and Views ★

Mr. Baldwin's Birthday.

Mr. Stanley Baldwin, M.P., was 64 last month. The Conservative leader spent his birthday quietly among his own people in the Bowdley Division of Worcestershire.

Main-Line Electrification.

The first stage of the electrification of the London-Brighton line is expected to be completed by next July. This is the first main-line electrification in England, but if the report of the Weir Committee receives the support it deserves, it will be only a beginning in a vast transformation of the whole of Britain's railway system.

A Scot—The Gaffer.

A Scot—he lives at one of those Australian up-country sheep-farms—is the hero of the newest golf story. His loves of this aggravating game were great; his resources, alas, were few. Therefore, so, the story goes, he built one green and set nine tees in a circle around it. To avoid long walks from tee to green he uses nine balls, each one numbered; he plays from each tee in turn. But what does he do when all nine balls are on the green simultaneously? Suppose he lays himself two or three stymies!

Fish!

The Gulf of St. Lawrence should rank among the finest fishing grounds of the world, says Dr. Harry M. Kyle, marine biologist and fishery expert of Hamburg, Germany, who attended the Canadian Biological Conference, at the Matamek River. Dr. Kyle points out that over fifty species of food fish are taken in the North Sea, and it is the opinion that the Gulf of St. Lawrence contains fully as many species that should be available for Canadian consumption and for export to the United States and Europe.

Fiat Champagne!

One thing in the Queen's Dolls' House is not quite perfected: the champagne in the miniature bottles in the cellar is flat. The bottles, and the wines they contain, are perfect in every way. Even the labels are exact replicas and the wines in the tiny containers are a genuine and representative collection of the finest in the world. The champagne, too, is the best that could be got, but owing to the tiny aperture in the necks of the bottles, it was necessary to remove the gas before bottling, because the bubbles were too large to enter.

While the ferry-boat Man Kue was drawing from the wharf at Kowloon City, a Chinese married woman fell overboard. An alarm was raised and Tam Chi, a cook, jumped overboard in an effort to rescue the woman. He failed to locate her and abandoned the attempt after a long search. The woman was named Lo Kwai, and formerly lived at No. 71, Hokochuen, Kowloon City district.

A scavenging coolie, until recently employed by the Sanitary Department, was charged before Mr. Fraser at the Kowloon Magistracy yesterday with the theft of some clothing from three other coolies. Defendant said he realised he might be sent to goal for this offence, but he had no food and was forced to commit the offence. He held a good record in the Sanitary Department and left his post only about a month ago when he fell sick. His Worship said he would take a lenient view of the case and would bind defendant over in the sum of \$100 for 12 months.

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A notice issued at the Harbour Office states that no examination will be held for certificates of competency for masters, mates, or engineers during the week ending September 13.

Banished for life last year, a woman named Wong Kam was charged before Mr. Fraser at the Kowloon Magistracy yesterday with returning from banishment. She was sentenced to nine months hard labour.

A whist drive is being organised by the Police Branch of the M.C.C., and will be held at the Police Recreation Club on Thursday, at 9 p.m. The function is open to all, an entrance fee of 50 cents being charged.

Banished only in April this year for 10 years, a Chinese was charged at the Kowloon Magistracy before Mr. Fraser for the theft of a pick and two axes, and for returning from banishment before the expiration of his term. On the first charge, defendant was sentenced to three months' hard labour and on the second, to nine months, the sentences to run consecutively.

A second case of drowning is reported to have occurred off the bathing pavilion at North Point within the past week. It was stated that the body of a Chinese (in a bathing suit) was recovered floating off the Chinese Athletic Association bathing pavilion. The body, when recovered, was in such a condition as to suggest that it had been in the water for some time. It was subsequently discovered that the name of the man was King Tin, aged 28, a broker, who lived at 24 Canton Road. It appears that he was bathing alone when he fell into the water, and out anybody, noticing his plight.

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Wong Man, described as a Cantonese, was charged before Mr. Fraser at the Kowloon Magistracy yesterday with the theft of a pick and two axes, and for returning from banishment before the expiration of his term. On the first charge, defendant was sentenced to three months' hard labour and on the second, to nine months, the sentences to run consecutively.

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NAVAL ARSENAL.

COLONY TO PAY \$2,000,000.

The Colonial Secretary will move at the meeting of the Legislative Council to-morrow—

That this Council approve the payment from the funds of the Colony of a sum of \$2,000,000 to the Lords Commissioners of the Admiralty, in return for the surrender to the Hong Kong Government of the Naval Arsenal Yard and Kellet Island, payment of the said sum being regulated as follows:—

In 1931—\$500,000 of which \$250,000 is chargeable to Praya East Reclamation Funds.
In 1932—\$1,000,000.
In 1933—\$500,000.

LEPERS IN HONG KONG.

QUESTIONS TO BE ASKED IN LEGISLATIVE COUNCIL.

The Hon. Mr. W. E. L. Shenton, at to-morrow's meeting of the Legislative Council, will ask a series of questions in connection with the treatment of lepers and the cost of transporting them from the Colony. The questions are as follows:—

1. What is the Government's policy in connection with persons suffering from leprosy in this Colony in respect of persons (a) entitled to British nationality and (b) those not so entitled?

2. Has the Government any facilities for the treatment of leprosy in the Colony and/or outside the Colony?

3. Does the Government pay the cost of transporting lepers out of the Colony?

4. Does the Government pay for or otherwise arrange for the maintenance in leper asylums of such lepers as may be transported out of the Colony?

5. Has the Government any data showing the number of lepers in the Colony in the course of this year?

6. Will the Government inform this Honourable Council to what extent (if any) the powers and directions contained in Ordinance No. 24 of 1910 has been exercised and enforced in the Colony?

August Bank Holiday.

"It was nice to sit in the sunshine at the Oval to-day (August 3) and watch Notts and George Gunn for a brief period. If there were more days like to-day we should have less of the cry for brighter cricket. On the dull, sunless days players and spectators seem dull; to-day the sunshine, and that Cockney element in the crowd which is characteristic of a popular holiday, made everybody feel happy. The Londoner on holiday is a confirmed grumbler; nobody—including himself—takes a straight from the shoulder comments too seriously. Except on a chilly day!"

August Bank Holiday.

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NATIONAL CABINET MEETING.

CIVIL SERVICE SALARY CUTS FORESHADOWED.

(THROUGH REUTER'S AGENCY.)

LONDON, Aug. 31.

The examination of the economic side of the problem was nearly completed at this evening's meeting of the Cabinet which lasted three and a quarter hours. The economies not yet settled include reduction of salaries of Cabinet Ministers, Members of the House of Commons, Civil Servants, Judges and teachers.

Consideration of the Financial side is advanced, but will be resumed to-morrow.

It is learned that while the Cabinet aim at producing a programme assured of majority support, and speed of passage through the House of Commons, Mr. MacDonald is courting a "ultimate personal triumph" by including proposals which the followers of Mr. Henderson approved as Labour Ministers.

In conformity with the usual budgetary procedure, the new proposals are not likely to be divulged before the meeting of Parliament.

A mass defection of Labourites is expected which will necessitate the allowing of minor Ministerial posts to Liberals and Conservatives.

The Rt. Hon. Craigie Aitchison, Lord Advocate of Scotland, has agreed to retain his office, and the Conservative Chief Whip, Comm. Rt. Hon. D. M. Byers Mansel, R.N., takes over the Whip's office.

The National Cabinet assembled promptly this afternoon at 4 o'clock. This first Cabinet Meeting was preceded by a theatrical ceremony of posing for the talkies. It is suggested to-night that Parliament may be called on September 15 instead of September 8 in order to permit the Cabinet to make a very detailed examination of the Sub-Committee's reports.

A Strenuous Week-end.

(BRITISH WIRELESS SERVICE.)

Rusby, Aug. 31.

The Prime Minister, Mr. MacDonald, returned to London by aeroplane this morning from Lismouth where, over the week-end, he had been hard at work on various matters connected with the task of the new Government. The Cabinet met this afternoon. Members have been studying the material prepared by the two Sub-Committees appointed at the first meeting on Wednesday last to report on economy and taxation measures and on Parliamentary procedure. The reports are understood to be complete, and the Cabinet is proceeding to a final study of the comprehensive scheme to be submitted to Parliament at a special session next week.

So far, the only item of the proposals which has been disclosed and discussed is a suggested reduction by ten per cent. in Unemployment Benefit apart from allowances for children, but when an official announcement of the completed plan is made it is confidently anticipated that it will be found to provide for equitable distribution of sacrifices in accordance with Government's declared policy.

To-day's meeting of the Cabinet lasted three and a quarter hours. The arrival and departure of Ministers was watched by a large crowd.

Cabinet Meetings Daily.

Rusby, Sept. 1.

Cabinet Ministers are engaged on a week of intensive work. They will hold full meetings daily, and in between will be in constant touch working as a team upon various aspects of the task they are pledged to perform. They expect to complete to-day the economy side of the work and then to study in detail the proposals for new taxation drafted by the Cabinet Finance Committee.

The intention of the Cabinet is to have a scheme completed and completed for presentation, as a comprehensive whole, to Parliament when it meets next week. Part of the scheme will be of budgetary matter, and "Parliamentary privilege," coupled with the importance of avoiding any possibility of evasion in case of new taxation makes it essential that secrecy shall be maintained until Parliament is informed. It is considered equally desirable that the scheme is based upon the principle of "equality of sacrifice" proposals dealing with economy should be announced at the same time as the new taxation.

The question of cuts in salaries of Ministers, Members of Parliament, and Public Servants will, it is understood, be further examined to-day.

The Cabinet's desire is to produce a scheme which fully meets the budgetary situation and is, at the same time, considered equitable in sacrifices and demands by the Nation as a whole.

(Continued at foot of next column.)

CHITTAGONG RIOTS CONTINUE.

INFURIATED MOB CAUSE £75,000 DAMAGE.

(THROUGH REUTER'S AGENCY.)

CHITTAGONG, Sept. 1.

There has been an orgy of destruction all day long with the mob completely out of hand, and it is estimated it has cost the city £75,000.

The infuriated mob looted the Hindu business area, ransacked shops and looted the gold and jewellery contents of safes along with other booty. Officials are busily fighting numerous incendiary fires and endeavouring to calm the uproar. Armed police have been called in, but the terror continued until midnight when, with the enforcement of the Curfew Order, the situation was apparently controlled.

[A message from Chittagong, dated Aug. 31, states:—Communal rioting has broken out as a sequel to the murder of the Mohammedan Police Inspector, Ashaullah.]

An infuriated Muslim mob looted and burned a large Hindu shop in the centre of the city.

The Hindu population is panicking, shops are closed and mails are being delivered under armed escort.]

MR. J. H. THOMAS AND N.U.R.

EXECUTIVE DECIDE HE IS NOT ENTITLED TO PENSION.

(THROUGH REUTER'S AGENCY.)

London, Aug. 31.

Mr. J. H. Thomas' fall from grace is completed by the decision of the National Union of Railwaymen's Executive that he is not entitled to his pension.

"I Will Not be a Coward."

(BRITISH WIRELESS SERVICE.)

Rusby, Aug. 31.

Mr. Thomas had, earlier in the day, resigned his position as Political Secretary of the N.U.R., with which he had been closely associated for nearly 33 years. The resignation followed Mr. Thomas' decision to continue in office in the National Government as Dominions Secretary and a request from the Executive of the Union, which is an affiliated organisation of the Labour Party, that he should immediately resign from the Government.

In his letter of resignation, Mr. Thomas says his decision in the hour of the nation's crisis was not hastily reached, but with a knowledge of the facts and in the sincere belief that he was rendering not only his best service to the railwaymen, but discharging his duty to the nation.

"To withdraw from that position now would brand me as a coward," he added.

The largest branch of the National Union of Railwaymen, in Dorset—Mr. Thomas' constituency—has assured him of its full confidence.

SITUATION IN BURMA OUTLOOK BRIGHTER.

(BRITISH WIRELESS SERVICE.)

Rusby, Aug. 31.

The India Office statement on Burma for last week says the situation continues to improve satisfactorily on the whole.

In the Thetmyo District, the surrenders now amount to 1,470, including three important leaders who were on the list of those excluded from the amnesty.

Surrenders in other districts continue and the total is now 4,671. No serious engagements between the Government forces and the rebels occurred during the week.

Says Sen, the organiser of the Tharawaddy rebellion, was convicted and sentenced to death by special tribunal at Tharawaddy on August 28.

The Irrawaddy in lower Burma is falling, and it is hoped that the danger of serious breaches of the embankments has passed.

The procedure under the new small Cabinet arrangement is that a Cabinet of ten alone takes decisions, but that Ministers are present when their departments are being discussed. These Ministers may take part in discussions but play no part in the actual decisions.

It is now known that the decision to allow five points reduction in the Civil Service cost of living bonus which is to operate to-day was made by the Labour Government and that an order to give effect to the decision was also issued by the last Government.

The Premier continues to receive an enormous quantity of letters from all classes of the community assuring him of support and offering congratulations on the course he has adopted.

PLAGUE IN BARCELONA.

STRICT PRECAUTIONARY MEASURES BEING TAKEN.

(THROUGH REUTER'S AGENCY.)

BARCELONA, Sept. 1.

Inhabitants of the San Martin district, outside Barcelona, are being compulsorily inoculated, or alternatively imprisoned, to prevent the spread of plague. Several houses have likewise been burned.

[A message dated August 28 stated:—Panic is spreading through the city as the result of a terrible outbreak of bubonic plague.

It is reported that over sixty have already died of the dread disease and that 140 others are in hospital.]

The outbreak is believed to be due to people wearing contaminated clothes retrieved from a refuse dump.

Despite organised rat-hunts and lavish disinfectant drenching, many residents of Barcelona are fleeing in alarm from the city.]

LONDON STOCK EXCHANGE.

BARGAINING HOURS FIXED ON SATURDAYS.

(THROUGH REUTER'S AGENCY.)

London, Aug. 31.

In connection with the forthcoming London Stock Exchange opening on Saturdays, the Committee states that bargaining hours will be from 10.30 a.m. till noon.

OBITUARY.

SIR HALL CAINE.

(THROUGH REUTER'S AGENCY.)

London, Aug. 31.

The novelist Sir Hall Caine died at 11.10 p.m. to-night.

[Sir Hall Caine was born at Runcorn, Cheshire, in May, 1853. He became, as a young man, a friend of Dante Gabriel Rossetti and he lived with the painter-poet for some years, until Rossetti's death. Hall Caine in 1888 published his first novel "The Shadow of a Crime," which was an immediate success. His many stories he wrote on the advice of Rossetti. His novels include "A Son of Hagar," "The Deemster," "The Bondman," "The Seaport," "The Manxman," "The Christian," "The Eternal City," "The Prodigal Son," "The White Prophet," and "The Woman Thou Gavest Me." All written between 1883 and 1913.

During the war Hall Caine did excellent propaganda work, which included successful lecturing tours in America and hundreds of articles in American papers, and he edited "King Albert's Book," the proceeds of which were devoted to helping the Belgian refugees. At the request of Mr. Lloyd George he assisted in the preparation of the British war film in 1918.

In the same year he was knighted and in 1923 was made a Companion of Honour.]

NEW SPANISH GOVERNMENT.

CONDEMNED BY WORKERS.

(THROUGH REUTER'S AGENCY.)

BARCELONA, Aug. 31.

A tremendous sensation has been caused by the issue of a manifesto by the National Confederation of Workers condemning the new Government as no better than the Monarchy, and presaging a social revolutionary movement toward either Fascism or Bolshevism.

TEXAN OILFIELD REOPENED.

SUBJECT TO CERTAIN CONDITIONS.

(REUTER'S AMERICAN SERVICE.)

AUSTIN, TEXAS, Aug. 31.

The East Texas oilfield re-opening to-day, subject to certain conditions to be laid down by the Texas Railroad Commission as the oil regulating body. A limited number of troops remain at the oilfield to aid the Commission to enforce its conditions.

[A cable from Houston (Texas), on August 15, stated that drastic action to deal with the overproduction of oil had been taken by Governor Sterling, who announced that he had ordered National guards to be mobilized for duty in East Texas in order to shut down the wells.]

This action followed the petition of oil operators that the waste of oil be forcibly prevented, pending the enforcement of the Conservation Law.]

U.S. WAR SECRETARY AT MANILA.

TO STUDY CONDITIONS IN PHILIPPINES.

(THROUGH REUTER'S AGENCY.)

MANILA, Sept. 1.

The U.S. Secretary for War, Mr. Hurley, arrived this morning. He was given a warm welcome, all ships in harbour being "dressed" while ten thousand persons on the pier repeatedly shouted "Mahabuhay."

Mr. Hurley is studying conditions in the Philippines on behalf of President Hoover, and his visit has great significance as the American policy towards the Islands may be affected by his recommendations.

LONDON FLOOD-LIGHTED.

BEAUTY OF CITY'S ARCHITECTURE.

(BRITISH WIRELESS SERVICE.)

Rusby, Sept. 1.

London was transformed into a city of light last night, when a final rehearsal took place of the theme arranged for the International Illumination Congress, which opened to-day.

Flood-lighting on Buckingham Palace, Westminster Abbey, the Houses of Parliament, Tower of London and many other famous buildings had a striking effect and impressed in a remarkable way the beauty of London's architecture.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.05 p.m., stated:—

An anticyclone is central over Hokkaido. A trough of low pressure extends from Indo-China to Formosa. Atmospheric disturbances are reported 100 miles N.E. of Pratas. Local forecast:—E. or variable winds; moderate; fair to showery.

WRECK OF THE KWONGSANG.

DRAMATIC STORY BY TWO CHINESE SURVIVORS.

ADRIFF FOR TWO DAYS.

How the ill-fated Kwongsang foundered, almost without warning, under the feet of her officers and crew after she crashed over a sunken ridge of rocks during the height of the typhoon, which raked and shattered the doomed vessel for eight hours before the end, was graphically related in Shanghai for the first time by two of the three Chinese sailors who apparently are the sole survivors of the disaster.

Still shaken by their battle with the elements which continued for two and a half days long as they drifted, clinging to wreckage, in the still raging seas, the men in their story, recounted the death-knell to any hopes that some of the foreign officers also might have escaped the cataclysm which overcame their ship.

In their opinion not a single person, other than their three selves of the 50 odd souls aboard the Kwongsang, managed to escape the fury of the typhoon, the men declared, relating how they saw man after man, both foreign and Chinese, disappear beneath the waves after the ship sank. Neither do they believe that any further survivors reached the shore in that section of the Tientsin Coast they finally were washed up on.

For the reason that the trip lay for some time exhausted in native villages where they believe they would have heard of any others cast away in that neighbourhood.

The two men, who arrived from Foochow aboard the San Peh coast at sea, Wenhing, were Wang Tok Sing, deckhand, and Soong Kwai Yuen, fireman's cook. A third Chinese survivor, a fireman, was left behind at Foochow owing to injuries which he sustained in the wreck.

As the two men brought with them the first eye-witness stories of what actually happened to the Kwongsang during the typhoon which swept the China Coast on August 9 and 10, they were taken immediately on their arrival before Mr. C. T. Tod, manager of the Indo-China Steam Navigation Company, of which Messrs. Jardine, Matheson & Co., Ltd., who are the operating owners, and Captain A. J. Williamson, O.B.E., D.S.O., marine superintendent for the same line.

(Continued on next column.)

PARIS-TOKYO NON-STOP FLIGHT.

AVIATORS AWAITING FAVOURABLE WEATHER.

(THROUGH REUTER'S AGENCY.)

Le Bourget, Sept. 1.

Le Brix and Dorez are awaiting favourable weather to take off on a non-stop flight to Tokyo. They are waiting away the time by practice flights.

Cables from Japan and Russia reveal treacherous weather, especially in Siberia.

Meanwhile, the French and German authorities forbid any heavily-loaded aeroplane to hop off.

BRITAIN-INDIA AIR ROUTE.

LONDON-KARACHI IN LESS THAN SIX DAYS.

(BRITISH WIRELESS SERVICE.)

Rusby, Aug. 31.

Progress in the construction of a great maritime port at Haifa on the coast of Palestine will make it possible for Imperial Airways to introduce an experimentally faster and more direct Winter Air Service between Britain and India, beginning mid-October. Arrangements have been made for two Empire Air Mail Services to leave London every week, one on Saturday and the other on Wednesday.

The Saturday service will carry the Indian airmail and, after leaving Athens, will continue by flying boat to Cyprus to Haifa instead of via Crete to Alexandria. At Haifa, triple speed landplanes will continue the journey direct across Palestine and Iraq to Baghdad. The air mail will arrive at Karachi in less than six days after leaving London. The existing service between Palestine and Egypt will be retained and give through connections between Central Africa and India. The new arrangements will provide a direct air service between Britain and Palestine, and it will now also be possible to fly from Kenya Colony to India via Egypt in only eight days.

about midnight on August 9, when the wind and sea increased in violence.

"From that hour onwards, the weather grew worse and worse," the men related through an interpreter. "The seas rose to great heights, sweeping over the ship, time and time again. They carried overboard everything not lashed down. One could hardly move about on deck. About 4 o'clock in the morning it commenced to rain very heavily, so hard you could not see even a few cables' length from the vessel. None of the members of the crew slept. We all crouched in what protected alleyway or hole we could find. None of us, although many had gone to sea for many years, ever saw such waves, such terrible wind that you could not stand up against. In the fore-cabin it was a most impossible to feed the furnaces so greedily did the ship jump and roll with the waves. But both the foreign engineers and firemen remained below at their work, never stopping for one moment as they knew steam must be kept up."

"Most of the Deck officers, I think, were on the bridge," the men continued through the interpreter. "It seemed to us the typhoon would never cease when suddenly, about 7 in the morning we struck some sunken rocks. More huge waves swept over us. The after lifeboats were smashed to pieces and carried away. Doors were blown off. The mid-ship lifeboats were apparently badly damaged at the same time.

"Lifeboats Smashed. "For a few minutes—anyway it seemed very long—the ship was battered and swept as she hung on the rocks. Then even more terrible waves hit against us, and the force of them carried us, smashing and crashing, over the ledge into deep water again."

"The captain immediately ordered both anchors to be dropped. This was done and life preservers served out to each member of the crew. Then efforts were made to launch the lifeboats but most of them were either gone, washed away, or badly smashed. So far we rode the seas alright and it seemed as if we might survive the storm."

"Then, it must have been about 8 o'clock, one hour after we first struck, the Kwongsang suddenly shook all over and dived towards the bottom, bow first. It happened so quickly no man had a chance to do anything. Her bottom must have been badly torn on the rocks."

"We were sucked underneath the water but soon came up again. On all sides could be seen the heads of men, some of our foreign officers, some of the Chinese members of the crew. Among them also were two animals, a dog and a cat, which animals had been part of our stock cargo. Everyone, man and dog, was dead."

"Everything Swept Overboard. The cargo point, at which the Kwongsang foundered, could not be determined by the men as they are unacquainted with navigation and the coast in general. But they did know that the typhoon hit the ship."

(Continued on next column.)

AUSTRO-GERMAN CUSTOMS UNION.

GERMANY PREPARING FOR REBUFF.

(THROUGH REUTER'S AGENCY.)

BRASIL, Aug. 31.

Germany is preparing for a rebuff in connection with the proposed Austro-German Customs Union. It is expected that the International Court of Justice at the Hague will return a verdict that while Germany is within her rights to negotiate such a union, Austria is bound by the Geneva Protocol of 1922 by which she was granted financial assistance against a promise not to enter a Union.

League Council. [BRITISH WIRELESS SERVICE.]

Rusby, Sept. 1. The sixty-fourth session of the League Council opened at Geneva this morning under the Presidency of Senor Lerroux, the Spanish Minister. Lord Cecil heads the British delegation.

Among the subjects on the agenda are the Austro-German Customs question, the suggested independence of Iraq, put forward by Great Britain, the Mandatory Power, as a preliminary to the admission of Iraq to the League, and a similar proposal by France in regard to Syria.

CANTON MINT. WORKING HARD TO MEET DEMAND FOR NEW COINS.

(CENTRAL PRESS.)

Canton, Aug. 31.

About \$10,000,000 worth of new silver coins have been circulated throughout the city since the operations at the Canton mint resumed. Many of the old coins which were rejected by the people are being re-melted into new coins at the mint. However, the supply of new coins in the city is sufficient to meet local demand, the neighbouring towns and districts are very short of new coins.

In order to meet the great demand for new coins the Canton mint is still operating three shifts so as to speed up production. It is estimated that the mint turns out about \$300,000 daily.

Recently 4,000,000 ounces of silver bars were purchased from Hong Kong by the Canton Mint. A first shipment of 3,000,000 ounces of silver bars have been received and the balance of the bullion will soon be shipped to this city.

John Thorburn's Fate. A CHINESE ALLEGATION.

(CENTRAL PRESS.)

Canton, Sept. 1.

A special dispatch to the Canton Daily Sun from Shanghai to-day says that John Thorburn was strangled to death by Soochow Military Police, without trial, and that after torture, the body was burnt to ashes to prevent the discovery of his identity. It was known that before his execution the Nanking military headquarters had been duly informed of his arrest.

animals, were desperately trying to swim and find some wreckage.

"Two of us managed to secure planks and hold on to them. The other man saved being to a case of rigour-mortis. For hours after this very little can be remembered. The sea continued to be very bad with huge waves. It rained. In this manner we drifted, battered, thirsty, hungry and exhausted for over two days.

Washed Ashore. "Finally when it seemed as if it would be better to give in and drown, two of us were washed ashore on what later proved to be the mainland, a peninsula between Santa and Punning Bays. We lay for hours on the beach, just able to drag ourselves above the reach of the waves. Here we were found by villagers, fishermen, who took us to their huts. We two thought we were the only ones saved. Then, several days later, our comrade who had been washed ashore, was brought to the village, where we were. He had been hurt in the wreck and could not walk."

"As we are Tientsin men, we could not talk very well with the natives of this coast who told us we were about 100 miles from Santa Island (approximately 33 English miles). But after two weeks in these villages we managed to secure a passage on a trading junk to Foochow. There we went to the agent of our line and he immediately provided for us."

The few foreigners who have remained in the city through the summer months have found the lake very enjoyable and wood-light picnics have found favour.

Mr. S. D. Main is still experiencing difficulty in connection with the return of Dr. D. D. Main's property at Mokanshan, for though nominally returned, the local authorities are still inhabiting the houses, and will neither vacate them, nor pay rent. The person whose duty it is to see that the property is handed back in fact has twice summoned Mr. Main to Mokanshan on such an errand, only to disappear at the crucial moment.

Rotary. The members of the Rotary Club continue to meet every Friday, but addresses have not yet begun, the weather is still too hot for anything but a social hour.

FINANCIAL CRISIS IN AUSTRALIA.

VOLUNTARY CONVERSION SUCCESS.

(THROUGH REUTER'S AGENCY.)

SYDNEY, Aug. 31.

A nation-wide determination to surmount the financial crisis is reflected in the extraordinary response for voluntary conversion. The operation affects \$680,000,000 of internal loans. Ninety-seven per cent. of holders have agreed to convert at a lower rate of interest.

SUMMER AT HANGCHOW.

WATERWORKS COMPLETED: ONE OF THE BEST IN CHINA.

POSITION OF FOREIGN ENGINEERS.

(From Our Own Correspondent.)

HANGCHOW, Aug. 27.

The City Waterworks has been in operation for ten days, and is considered to be one of the most modern waterworks in the country. The plant was built at a cost of \$9,500,000, and the installation occupies an area of about 12 mow.

The plans for such waterworks were discussed four years ago, but owing to lack of funds it has not been possible to complete the scheme till now.

Judging from the local papers the Chekiang Conservancy Board is being attacked for not making many necessary improvements. But here again, lack of funds is said to be the cause, and the three remaining Austrian advisers and engineers have been asked to resign before their contracts have expired on the grounds that the Board can no longer pay their salaries. This means that within ten months all the foreigners on the Chekiang Conservancy Board have had to leave. We wonder what the future will hold.

Thomas and Electric Light. A British engineer has been engaged by the Provincial Government to advise and assist with the installation of automatic telephones, and this gentleman is now residing in the city.

An extensive electric-light plant is now in the process of construction near the river bank at Gankow, about six miles outside the city. This plant is devised to light the up-river towns, etc., for 100 miles or so. An American engineer is supervising the operation, and British material is being used very largely.

Noticeable changes are taking place at strategic cross roads, where electric light stands are being erected for the control of traffic.

Chekiang University. The enrolment of new students to Chekiang University takes place on Tuesday next.

The Rice Crop. News from the country districts up the river is encouraging in so far as the rice crop is concerned; this shows signs of being a healthy and plentiful one.

The Typhoon. The typhoon last Monday caused a considerable amount of damage to property at Mokanshan, but the ardour of the holiday-makers was not to be damped, and many turned up for the Messiah Concert on Tuesday evening. This was a great success, and is undoubtedly the best concert of its kind for several years past.

Lake Picnics. The few foreigners who have remained in the city through the summer months have found the lake very enjoyable and wood-light picnics have found favour.

Mr. S. D. Main is still experiencing difficulty in connection with the return of Dr. D. D. Main's property at Mokanshan, for though nominally returned, the local authorities are still inhabiting the houses, and will neither vacate them, nor pay rent. The person whose duty it is to see that the property is handed back in fact has twice summoned Mr. Main to Mokanshan on such an errand, only to disappear at the crucial moment.

Rotary. The members of the Rotary Club continue to meet every Friday, but addresses have not yet begun, the weather is still too hot for anything but a social hour.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 3rd DAY of SEPTEMBER, 1931, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents	Annual Rental	Upset Price
1	Kowloon Island Lot No. 20th	Between New Kowloon Island Lot No. 139 and Lot No. 141, Pak Wai Street	As per sale plan	About 1,800	210	2,100

[1134]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 3rd DAY of SEPTEMBER, 1931, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents	Annual Rental	Upset Price
2	New Kowloon Island Lot No. 166th	Between New Kowloon Island Lot No. 139 and Lot No. 141, Pak Wai Street	As per sale plan	About 1,800	24	3,150

[1135]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 3rd DAY of SEPTEMBER, 1931, at 3 P.M.**, at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **CROWN LAND** at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less the last three days thereof.

PARTICULARS OF THE LOT.

No. of Sale	Regulatory No.	Locality	Boundary Measurements	Contents	Annual Rental	Upset Price
3	New Kowloon Island Lot No. 14th	Between New Kowloon Island Lot No. 139 and Lot No. 141, Pak Wai Street	As per sale plan	About 5,900	164	34,500

[1136]



PUDLO
MAKES CEMENT STUCCO
PERMANENTLY WEATHERPROOF
Sole Agents Hong Kong & S. China
DODWELL & CO., LTD.
HONG KONG.
TEL. 2801.

HONG KONG AND CANTON LINKED.

LONG-DISTANCE TELEPHONE SERVICE INAUGURATED:
OVER FIVE HUNDRED SUBSCRIBERS.FIRST MESSAGE SENT BY SIR WILLIAM PEEL:
CANTON'S REPLY.

"I am very glad to have this opportunity of speaking direct to you on the occasion of the inauguration of the long distance telephone from Hong Kong to Canton," said H.E. the Governor, Sir William Peel, who officially opened the long distance telephone service between Hong Kong and Canton yesterday. His Excellency was speaking to H.E. Mr. Lin Yun Koy, Provincial Governor of Kwangtung. "On behalf of those present here who include members of Council and the Directors of the Telephone Company, I send hearty greetings to you all. I am sure that you will join me in congratulating the Directors on having carried out this work so expeditiously, and on having provided yet one more bond of union between this Colony and Canton."

"We all wish the undertaking every success." H.E. Mr. Lin Yun Koy replying to Sir William Peel said:—"It gives me great pleasure to speak with you through direct means of communication which is now made possible by the inauguration of the long distance telephone. This new service not only marks a long stride, in the improvement of commercial facilities, but above all will serve happily to strengthen the tie of friendship between Canton and Hong Kong. Indeed, it is most heartening for both of us to extend our best wishes for the success and prosperity of this new undertaking. May I also take this opportunity on behalf of those present here to send you and other friends in Hong Kong our sincere greetings!"

FIRST LINE OF ITS KIND IN CHINA.

After the exchange of greetings, an exchange of photographs, transmitted by special telephoto process took place.

The service then became available to the public and it is learned that over 500 subscribers have already registered their names as intending users of the system.

"By a carefully arranged system of wiring, every person in the spacious office was enabled to sit and 'listen-in' to the messages and their translation as they travelled between the two Governors in Hong Kong and Canton."

Chairman's Welcome. Extending a welcome to His Excellency, the Hon. Mr. C. Gordon Mackie, said:—

"On behalf of the Hong Kong Telephone Company, I have to thank your Excellency for consenting to inaugurate the trunk telephone service between Hong Kong and Canton, and would like to add that the Board of Directors deeply appreciate the honour which your presence here to-day confers on the Company."

"The trunk service to Canton is connected by direct underground cable from this building to the Central Exchange in Canton—a distance of some 110 miles. To make speech possible over this distance, a specially constructed cable, which required to be carefully balanced and loaded throughout its entire length, has been installed."

"It is worthy of note that it is the first installation of its kind in China, although I believe it is but the forerunner of a telephone network embracing the whole of that vast country."

"In establishing telephonic communication with Canton, the Company, in co-operation with the Canton Administration, resolved that the best possible grade of service should be given to subscribers, and consequently the whole of the line has been placed underground, and will therefore be free from interference even under the most adverse weather conditions."

No Delays.

"The service will be operated on a 'demand' basis, that is to say, under normal working conditions the caller in Hong Kong will be connected at once with his correspondent in Canton, and vice versa, without the irritating delays which, under the older system of trunk operating, one always associated with long distance telephone calls."

"I will now ask your Excellency to formally open this important trunk service by dialling 'O', and requesting the trunk operator to connect you with Mr. Lin Yun Koy, Provincial Governor of Kwangtung."

His Excellency sat at the big table at the eastern end of the room, and used an ordinary hand receiver and transmitter, instruments connected with the Hong Kong exchange. The other 'listening-in' instruments were attached to this wire, 10 hand-sets for those seated at the table, and 22 for those on chairs.

His Excellency arrived promptly at 11.30 a.m. and was greeted by the Hon. Mr. C. Gordon Mackie, Chairman of the Company. Sir William took his seat at the table, lifted the receiver to his ear, and dialled "O" on the instrument.

"Trunk operator." The telephonist's voice came over the wire. "Please connect me with Mr. Lin Yun Koy, Provincial Governor of Kwangtung," replied Sir William.

The First Call.

A few staccato sounds from the transmitter. Silence for a few seconds and then came a reply.

"I am very glad to have this opportunity," Sir William began, and at the conclusion of his message he handed the instrument over to Sir Shou-son Chow who interpreted it in rapid Cantonese. Mr. Lin Yun Koy's reply in Cantonese then came and was followed by an English translation.

Seated with His Excellency at the table were Mr. J. H. Taggart, Hon. Mr. W. T. Southorn, Hon. Mr. R. H. Kotewall, Hon. Mr. E. R. Hallifax, Hon. Mr. E. D. C. Wolfe, Hon. Mr. C. G. S. Mackie, Hon. H. T. Cressy, Hon. Mr. C. G. Alabaster, H.E. Major-General Sandilands and Hon. Sir Shou-son Chow.

At the conclusion of the ceremony, Mr. Mackie handed His Excellency a small memento of the occasion. Sir William replied:—"I had at first intended to confine my remarks to those I made over the telephone, but I must thank the Company for this very fine memento. It has been a great pleasure for me to perform this ceremony, although I cannot say that I am a great telephone fan, and am always glad to have my telephoning done for me."

Sir William referred to the many advances made in telephony in the last few years and referred to the occasion when Lady Peel spoke from a vessel in Hong Kong Harbour to London.

"It is a pity," concluded Sir William, "that this coupling up of Canton and Hong Kong by telephone does not synchronise with the coupling up of the various parts of this great country. It would be a great delight if it did, but at present we can only continue to maintain friendly relations, and who knows but that this telephone service may lead to a disappearance of all misunderstandings."

He offered his congratulations to the company on the accomplishment of its task.

Telephoto Apparatus. Two of the latest innovations in telephone services that are possible with the inauguration of the trunk line to Canton, will be the telephoto and teleprinter apparatus which have been installed at both Hong Kong and Canton, and are available for public use.

SAIGON RICE MARKET.

THE EXPORT & IMPORT CO. LTD.'S REPORT.

The Export and Import Company of Cochinchina, in their circular, dated August 18 report as follows on the Rice market:—

"The past fortnight has been a very difficult one for Saigon exporters owing to the failure of two Chinese suppliers who had large forward contracts with European shippers and as the latter were compelled to cover their sales elsewhere, prices advanced steadily and at one time the market was so excited that no quotations could be obtained. Several other suppliers are also known to be in difficulty and it is generally feared that they will be unable to fulfil their engagements for September shipment and onwards."

Our New Crop:—prospects are so far fair but it is too early yet to form any opinion as to the probable yield.

Central China Crops:—Very serious damage is reported to have been caused by floods in the Yangtze valley to the growing crops and the probable loss is said to be in the neighbourhood of 40 per cent.

New Japanese Crop:—Last year Japan had a bumper crop, which produced a little over 9 million tons of rice but from advice just to hand their coming crop is likely to be 15 per cent. smaller.

New Burma Crop:—This will also be smaller than the last one, as the planted area is reported to be only about 10,300,000 acres, as against 12,911,000 acres in 1929, or a decrease of 20 per cent.

New Siam Crop:—Rains have been late but up to the present the Siamese Crop prospects are satisfactory.

We quote today as follows for shipment during August/September.

Rice	Price
No. 1 Pichow Long 25 per cent. broken	\$6.20
" 1 Saigon Long 25 per cent. broken	6.00
" 1 Saigon Round 25 per cent. broken	6.00
" 1 Ordinary European Qual. 25 per cent. quality	6.00
" 2 Japan quality 40 per cent. broken	5.70
" 2 Java quality 50 per cent. broken	5.70
" 1 and 2 Saigon Broken mixed	4.80
" 3 Saigon Broken rice	4.40
" Saigon cv. F.O.B. per picul of 134 lbs. gross including export duty.	Paddy.

Bacieu best Long	\$4.10
Long ordinary	4.30
Gocong best Round	4.40
Round ordinary	4.40
Cochinchina low grade	4.30
Cambodian White (long)	4.20
Cambodian Red (lowest grade)	4.10
Saigon cv. F.O.B. per picul of 150 lbs. gr. including export duty, packed in second-hand bags.	

telephoto, and where at first only blurred and indistinct results were obtained, the latest apparatus installed by the Hong Kong Telephone Company is capable of sending through a reproduction that is little, if at all, inferior to the original print. Photographs, drawings, Chinese characters and any description of writing and printing can be sent over the wire.

Mode of Operation.

The mode of operation is:—The photograph or document is inserted in the transmitting apparatus and the current switched on. The matter to be sent is affixed to a drum which slowly revolves. An intensified light beam is directed on to the picture and the reflected light from this beam affects a photo electric valve which controls the current to be passed out to the line after amplification. At the receiving end the received current is again amplified and passed through coils which affect the movements of a small suspended magnet upon which is fixed a mirror.

The reflections from this mirror are transmitted through lenses to sensitized paper or a film. The vibrations on the mirror are, of course, in complete accord with the vibrations or varied reflections of light caused at the sending end by the light and shade on the item being transmitted.

A number of photographs and letters have been transmitted already over the line, and the reproduction is perfect.

The Teleprinter.

The teleprinter is, in effect, a distant typewriter. The demonstration model fitted in the offices of the Telephone Company is connected by wires in the toll cable to another one in the offices of the Canton Telephone Administration in Canton, and a typist without any technical skill whatever can proceed to type messages in Hong Kong, which are received in Canton and vice versa. The message is typed on to a strip at both ends and is cut up and basted on to a form, if required, to make it up as a letter.

AMERICAN WORKMEN FOR RUSSIA.

4,000 LEAVING NEW YORK.

Moscow, Aug. 24.—Visas have been granted to 4,000 American workmen for entry into the Soviet Union, according to Press reports. The workers, many of whom are accompanied by their families, will leave New York this week in three or four steamers chartered by them for the journey.

According to the same source, the emigrants are without exception skilled workers—mechanics, toolmakers, joiners, railwaymen and the like and have signed at Russia under the same conditions as apply to Russian workers. They may stay in Russia as long as they like, but have no contract for a definite period and are moreover responsible for their transportation back to the United States.

HELENA MAY INSTITUTE.

RECEPTION for

Miss MARION HOWLETT,
The Ambassadors of Goodwill,

on

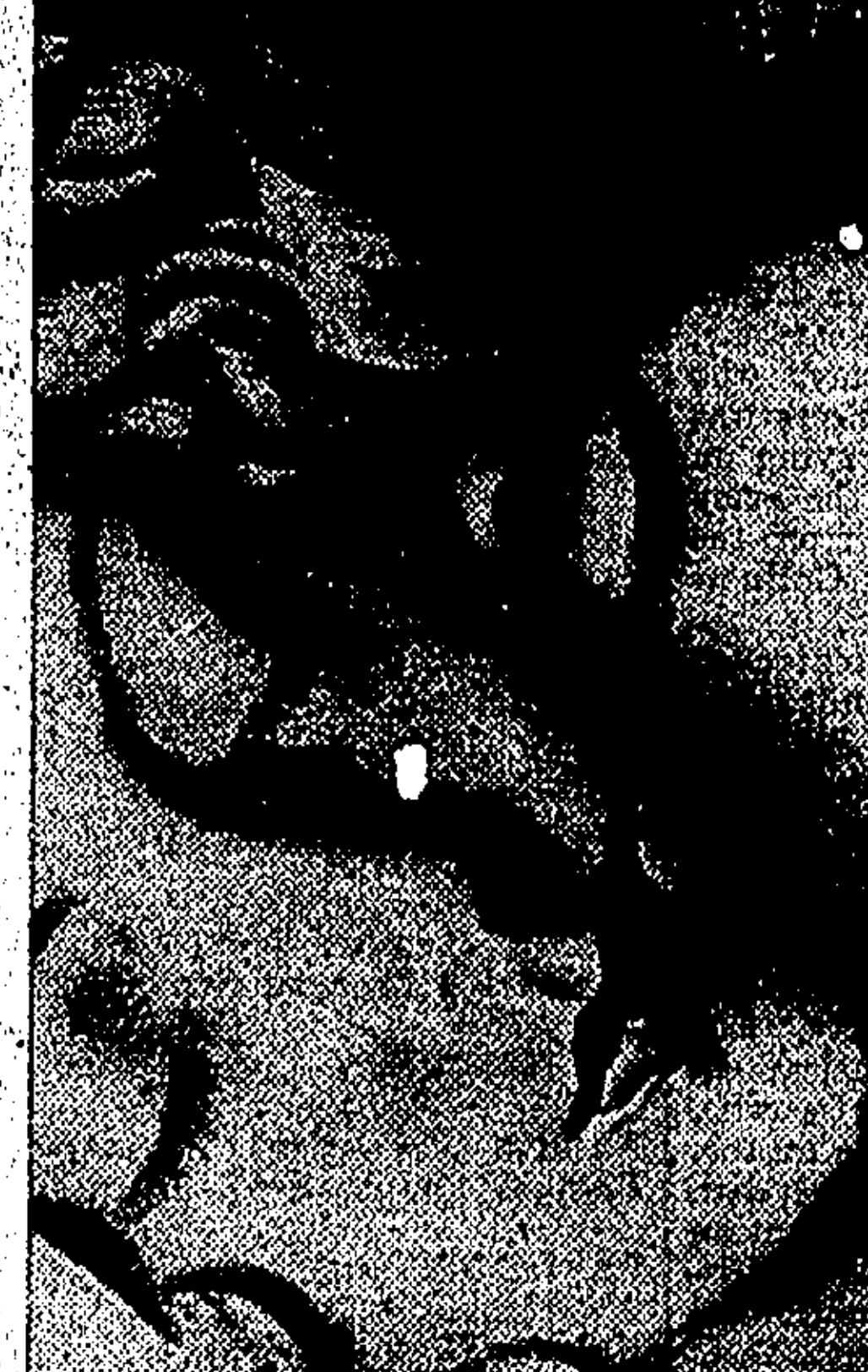
4th September at 11.30 a.m.

(Time confirmed later).

All women interested in social work cordially welcome.

THIS DELICIOUS DRINK

brings
deep restful
sleep



Light broken slumber—restless tossing—jumpy nerves... what hours of discomfort they cause. And what miserable days follow. Noise, lack of fresh air and exercise, worry—all the strain of modern living—tend to make sleeping difficult, doctors say.

But there is a simple way to calm frayed nerves—to relax the body—to shake off the tension of the past day. It is to drink a cup of hot Horlick's at bedtime.

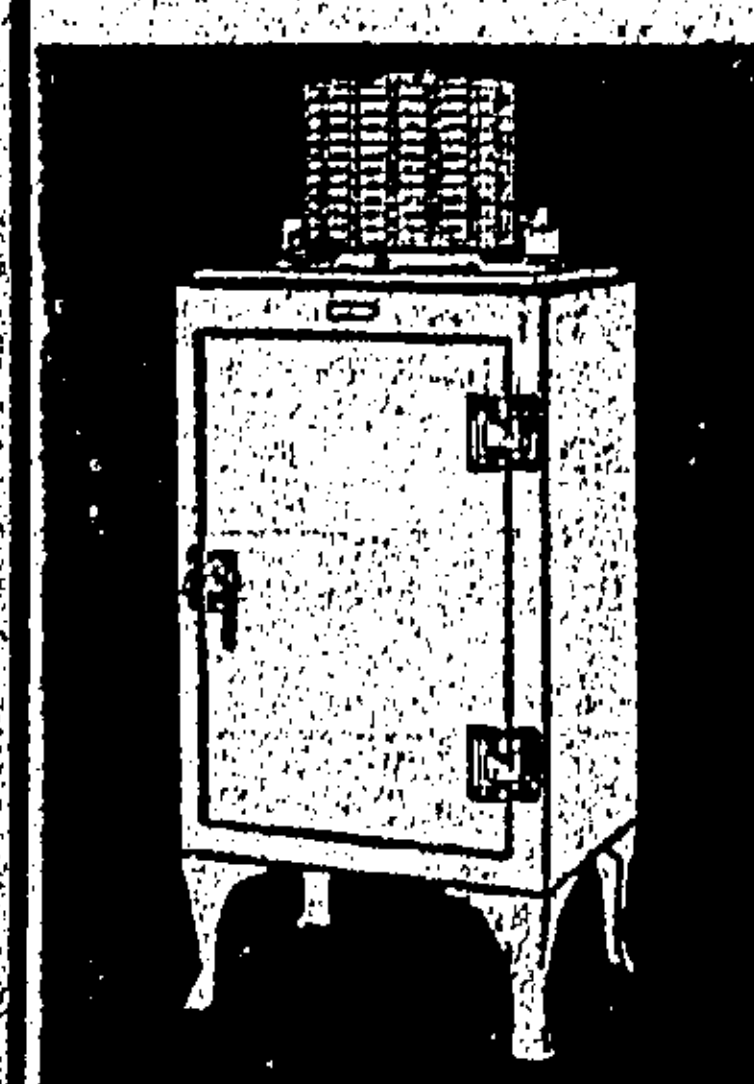
With the generous warmth of Horlick's penetrating your whole system, drowsiness comes. And then, long hours of deep refreshing slumber until you wake feeling fit for the new day.

Horlick's is easy to prepare and is specially tempting when made in a Horlick's Mixer. Dispensaries and grocers have Horlick's, plain or chocolate flavoured, in sealed glass bottles in four sizes. Also the Mixer.

HORLICK'S MALTED MILK CO., LTD.
Representatives
H. M. Hodges, P.O. Box 1371, Shanghai
John D. Hutchinson & Co., Hong Kong.

Horlick's Malted Milk

Plain or Chocolate Flavoured

3 YEAR GUARANTEE
2 YEAR EASY PAYMENT

AGAIN General Electric makes refrigeration history with its announcement of an unparalleled 3-Year Guarantee on the General Electric Monitor Top.

This—the broadest warranty ever offered with an electric refrigerator—means that for at least three years you are protected against service expenses on the mechanism of the Monitor Top.

General Electric offers you the widest range of refrigerating service—ice cubes, four different zones of temperature, sliding shelves that give easy access to all food, small operating and a score of other advantages.

WRITE OR CALL FOR FULL PARTICULARS

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

On View at

Hong Kong Electric Company, Ltd.

General Electric Company (China), Ltd.

Andersen, Meyer & Company, Ltd.

DAVID HOUSE

FOOCHOW BOAT PEOPLE.

"BARE-FOOTED BARBARIANS" AN INFERIOR RACE.

SOCIOLOGICAL SURVEY.

An interesting survey of the "Kot" or boat-population of Foochow is contained in a current issue of the *Sociological World*.

In Canton and Fochow the "Kot" family or the "Boatmen" indicate a class of people who live exclusively on water and who are looked upon as a distinctively inferior tribe. Prior to the Republic, they were not allowed to live on land nor were they permitted to enjoy certain civil privileges.

In Fochow, they are "Kot", meaning the bare-footed barbarians. Before the establishment of the Republic, the "Boatmen" were regarded as outcasts and they could not enjoy such social and legal privileges as their brethren on land did. During the Tang, Ming and Ching Dynasties, a special bureau was formed to look after them and they were requested to pay a certain tax applicable to them only. This practice was, however, done away with soon after the establishment of the Republic. In the old days they were not allowed to live on land; should they be detected trying to mix up with other people on land, they would be severely dealt with by the authorities. They had to live on boats all their lives with their families.

They dress themselves with silk. Silk being a luxurious clothing for the high class people, this privilege was not extended to the "Boatmen" even though they could afford to do so, or even on rare or happy occasions.

To study: Because they were so much looked down upon they were not allowed to go to school. To take part in National Examinations. Under the Manchu regime, the "Boatmen" the Buddhist and Taoist monks were exempted from these privileges.

Family System.

The man is the head of the family, and it is the husband who exercises a greater influence over the family, as it is with their brethren on land. But among the boatmen, the woman are more productive than their sisters on land, as well as row their boats and do domestic work. They are hard workers, healthy and economical. Their work is largely confined to ferry services, such as conveying passengers from land to steamers and vice versa, or across rivers and lakes. The local authorities charge them \$2.40 per month for every boat; and their monthly income varies up to \$50. Religion and Education roughly speaking, the boatmen are followers of either Buddhism or Taoism; but, lately, a considerable number have joined the Roman Catholic Church.

Since they were not allowed to go to school under the old regime, their education was bound to be poor. However, with the establishment of the Republic, a minority attend the primary schools; their aim is only to get sufficient knowledge to read and write. In the case of the women, the situation is still more deplorable. After an exhaustive investigation, the writer succeeded in finding one woman who graduated from local middle school and she is a Roman Catholic. Soon after her graduation, she married a young Christian and never again returned to the boat.

As they earn their money with hard labour, they generally live a thrifty life. This habit applies to the women folk as well as the men. Their amusement is confined to card-playing, native music and swimming.

Songs.

As their education is so poor, little can be said of their songs. However, they may be generally classified into two classes ordinary and love songs.

Weddings.

Weddings are left in the hands of the young couple's parents with the assistance of a go-between. An agreement being reached, the young man's parent will convey a ring to their prospective daughter-in-law as a token of engagement; and, three days before the wedding, the prospective son-in-law must offer an amount, varying from \$300 to \$500, to his future father-in-law together with such presents as a roast sheep, peaches, wine, and Chinese wedding cakes, etc.

Two days before the wedding, the young man must undergo certain ceremonies for "manhood," by which is meant that the young man is soon to be married and will no longer be a "boy." The ceremonies are of a religious nature and monks are asked to convey the young man's gratification to the "Mother God" for her protection, and in return, she transmits her blessings to the young fellow for a prosperous and happy married life. The age for a man to marry generally varies from 18 to 20. But women will never get married at the age of 16; it is a bad number for them.

For her wedding, the bride has to put on four "garments" at the same time, irrespective of the weather. The outer-most one must be black.

CHINESE GIRL TO FLY PACIFIC.

PLANS FOR LONG-DISTANCE FLIGHT TO U.S.

Nanking, August 24.—The first trans-Pacific flight by a Chinese woman will be undertaken in the near future by Miss Wang Kwei, an American-trained Chinese aviator and daughter of the noted revolutionary martyr Chou Chin, materiel.

In the course of an interview yesterday, the youthful aviator, who recently came to the capital to receive a responsible post in the Aviation Administration of the Ministry of War, said that she was impressed by the frequent visits of foreign aviators to this country. She intended to secure a good aeroplane and embark on a long-distance flight across the Pacific Ocean to America and then across the Atlantic to Europe. She expressed the hope that the Government will afford her facilities in this connection so as to please the interest of the people in aeronautics.

POLICE SEARCH FOR RED OFFICER.

GERMAN MAKES HIS ESCAPE FROM FORTRESS.

Berlin, August 24.—A dragnet has been spread by the police in the capital and other cities for Lieut. Wendt, formerly of the Reichswehr, the German post-war army, who with two of his brother officers was sentenced last year for carrying on subversive propaganda in the army and who has now escaped from the place of detention, Gollnow Fortress.

Like his brother officer Lieutenant Scheringer, Lieut. Wendt is believed to have abandoned his sympathies with the National-Socialists, which led to his conviction, and is now said to look to the Communists to deliver Germany from her enemies, though, unlike Lieutenant Scheringer, he has not definitely joined the Communist Party. The search for him is nevertheless extended to Communist circles who, it is alleged, assisted in the escape.

The latter was accomplished with comparative ease, as the detention of political prisoners whose idealistic motives have been acknowledged by the court is not very strict.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

	Rugby, August 31.
Paris	123.974
New York	4.89 3/16
Brussels	34.874
Geneva	24.89
Amsterdam	12.054
Milan	82.924
Berlin	20.5
Stockholm	18.134
Copenhagen	18.13
Oslo	18.13
Vienna	34.5
Prague	164
Helsinki	163
Madrid	63.5
Lisbon	100
Bucharest	375
Rio	3
Buenos Aires	34
Montevideo	23
Bombay	1/57
Shanghai	1/52
Hong Kong	114
Yokohama	2/13 3/32
Silver, spot & forward	12 15/16

next to which is red, then green and white; below she wears a red skirt.

Two days after the wedding, she must return to her mother's home, after which she will go back to her husband's to start her domestic work.

Sorrow on Parting.

Before the bride leaves her home for the wedding she must practise "crying" with her mother and sisters. The original motive of the "crying" was to denote their sorrow on parting from each other, but this has now become a meaningless custom.

Occasionally, the man goes to join his wife at her home. In this case, the son-in-law belongs more or less to the father-in-law. Men on land can marry women who live on the water, but a boatman cannot marry a woman who lives on the land. The reason for this is attributed to the fact that it is not easy for the man to adjust himself to the habits of a person not used to boat-life.

Funerals.

Funerals are similar with those on land. When the deceased is poor, there is not much ceremony for the occasion; but in a wealthy family, Buddhist religious ceremonies are performed every seven days for a period of 49 days.

Other customs are similar to those of their land brethren, excepting the practice of settling debts before the New Year. After midnight during the New Year eve, the debtor can take refuge with his boat in the middle of the stream with a bamboo pole installed on the boat; by this sign the creditor will refrain from further "chasing after" his debtor.

Among the boatmen there is a very limited number who take up prostitution as a profession, according to an official statement. Of the 2,000 boatmen in Fochow, there are about 20 registered prostitutes. These women appear only in the evening and devote the rest of their time to resting and dressing.

ADVERTISED SAILINGS FROM HONG KONG

ADELPHI.

Hakozaki Maru, N.Y.K., Sept. 5.
Gange, Dodwell's, Sept. 6.
Cathay, P. & O., Sept. 12.
Sphinx, M.M., Sept. 15.
Soudan, P. O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.

ALEXANDRIA.

Pres. Hayes, Dollar, Sept. 6.
Pres. Filmore, Dollar, Sept. 20.
Pres. Monroe, Dollar, Oct. 4.

AMOI.

Suisang, Jardine's, Sept. 2.
Tjikembang, J.C.J.L., Sept. 3.
Haining, Douglas, Sept. 4.
Tainan, B. & S., Sept. 4.
Antung, B. & S., Sept. 4.
Haiyang, Douglas, Sept. 8.
Taisan, J.C.J.L., Sept. 8.
Tajuan, B. & S., Sept. 10.
Sirdhana, B.I., Sept. 11.
Tjiasane, J.C.J.L., Sept. 17.
Kutang, Jardine's, Sept. 19.
Tilawa, B.I., Sept. 25.
Hoang, Jardine's, Sept. 28.
Yuenang, Jardine's, Oct. 7.

ANTWERP.

Hakozaki Maru, N.Y.K., Sept. 5.
Annam, Mannes, Sept. 7.
Soudan, P. O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 23.
Danmark, Mannes, Sept. 28.

AUSTRALIAN PORTS.

Tanda, E. & A., Sept. 2.
Taiping, B. & S., Sept. 15.
Kamo Maru, N.Y.K., Sept. 23.
Atsuta Maru, N.Y.K., Sept. 28.
Nankin, E. & A., Oct. 2.

BALTI PORTS.

Annam, Mannes, Sept. 7.
Danmark, Mannes, Sept. 28.

BALTIMORE.

Phemius, B.F., Sept. 7.
Taybank, Bank, Sept. 9.

BANGKOK.

Kalga, B. & S., Sept. 6.

BARCELONA.

Fulda, Melchers, Sept. 10.

BELAWAN-DELL.

Van Heuts, J.C.J.L., Sept. 10.

BOMBAY.

Gange, Dodwell's, Sept. 6.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

BOSTON.

Pres. Hayes, Dollar, Sept. 6.
Phemius, B.F., Sept. 7.
Asuka Maru, N.Y.K., Sept. 8.
Taybank, Bank, Sept. 9.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.
Toba Maru, N.Y.K., Sept. 23.
Pres. Monroe, Dollar, Oct. 4.
Malayan Prince, Furness, Oct. 6.
Tweedbank, Bank, Oct. 7.

BREMEN.

Saale, Melchers, Sept. 9.
Fulda, Melchers, Sept. 19.
Trave, Melchers, Oct. 4.

BRINDISI.

Gange, Dodwell's, Sept. 6.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

CALCUTTA.

Bengal Maru, N.Y.K., Sept. 8.
Tainan, B.I., Sept. 8.
Kumsang, Jardine's, Sept. 9.
Calcutta Maru, N.Y.K., Sept. 15.
Suisang, Jardine's, Sept. 21.
Takada, B.I., Oct. 22.
Sirdhana, B.I., Oct. 24.
Kutang, Jardine's, Oct. 8.

CASABLANCA.

Menelaus, B.F., Sept. 15.
Kalyan, P. & O., Sept. 23.

CEBU.

Phemius, B.F., Sept. 7.

CHEFOO.

Chipshing, Jardine's, Sept. 4.
Huichow, B. & S., Sept. 15.
Cheongshing, Jardine's, Sept. 17.
Kueichow, B. & S., Sept. 20.

COLOMBO.

Hector, B.F., Sept. 2.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 6.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Glenamoy, Jardine's, Sept. 15.
Sphinx, M.M., Sept. 15.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.

COPENHAGEN.

Annam, Mannes, Sept. 7.
Danmark, Mannes, Sept. 28.

DALNY.

Lianan, B. & S., Sept. 6.
Chenan, B. & S., Sept. 7.

DUTCH PORTS.

Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Japan, Gilman's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Oldenburg, J.C.J.L., Sept. 5.
Annam, Mannes, Sept. 7.
Saale, Melchers, Sept. 9.
Burgeland, J.C.J.L., Sept. 14.
Glenamoy, Jardine's, Sept. 15.
Menelaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 23.
Shantung, Gilman's, Sept. 27.
Danmark, Mannes, Sept. 28.
Vogland, J.C.J.L., Sept. 28.
Trave, Melchers, Oct. 4.

FOOCHOW.

Chipshing, Jardine's, Sept. 4.
Haining, Douglas, Sept. 4.
Haiyang, Douglas, Sept. 8.
Huichow, B. & S., Sept. 15.
Cheongshing, Jardine's, Sept. 17.
Kueichow, B. & S., Sept. 20.

GENOA.

Japan, Gilman's, Sept. 4.
Oldenburg, J.C.J.L., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Gange, Dodwell's, Sept. 6.
Bellerophon, B.F., Sept. 10.
Lyons Maru, N.Y.K., Sept. 13.
Burgeland, J.C.J.L., Sept. 14.
Fulda, Melchers, Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Monroe, Dollar, Oct. 4.
Vogland, J.C.J.L., Oct. 4.

GIBRALTAR.

Hakozaki Maru, N.Y.K., Sept. 5.
Cathay, P. & O., Sept. 12.
Terukuni Maru, N.Y.K., Sept. 19.

GLASGOW.

Hector, B.F., Sept. 2.
Bellerophon, B.F., Sept. 10.
Ningchow, B.F., Sept. 25.

GOTHENBURG.

Japan, Gilman's, Sept. 4.
Shantung, Gilman's, Sept. 27.

HAIPHONG AND HOIHOW.

Kingyuan, B. & S., Sept. 25.

HAMBURG.

Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Japan, Gilman's, Sept. 4.
Oldenburg, J.C.J.L., Sept. 5.
Annam, Mannes, Sept. 7.
Saale, Melchers, Sept. 9.
Burgeland, J.C.J.L., Sept. 14.
Glenamoy, Jardine's, Sept. 15.
Menelaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Kalyan, P. & O., Sept. 23.
Porthos, M.M., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Trave, Melchers, Oct. 6.

HANKOW.

Bellerophon, B.F., Sept. 10.
Burgeland, J.C.J.L., Sept. 14.
Soudan, P. & O., Sept. 19.
Ningchow, B.F., Sept. 25.

HONOLULU.

Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tateuta Maru, N.Y.K., Sept. 16.
Anama Maru, N.Y.K., Sept. 30.

HULL.

Hakozaki Maru, N.Y.K., Sept. 5.
Kalyan, P. & O., Sept. 23.

JAPAN PORTS.

Chichibu Maru, N.Y.K., Sept. 2.
Genoa Maru, N.Y.K., Sept. 2.
Suisang, Jardine's, Sept. 2.
Trave, Melchers, Sept. 2.
Haruna Maru, N.Y.K., Sept. 4.
Muroan Maru, N.Y.K., Sept. 4.
Vogland, J.C.J.L., Sept. 4.
Muroan Maru, N.Y.K., Sept. 6.
Heian Maru, N.Y.K., Sept. 8.
Mantua, P. & O., Sept. 11.
Pembrokehire, Jardine's, Sept. 11.
Sirdhana, B.I., Sept. 11.
Burdwan, P. & O., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Sardapan, B.F., Sept. 13.
Trier, Melchers, Sept. 21.
Havel, Melchers, Oct. 2.

HAYE.

Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.
Pres. Monroe, Dollar, Oct. 4.
Malayan Prince, Furness, Oct. 6.

HONGKONG.

Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tateuta Maru, N.Y.K., Sept. 16.
Anama Maru, N.Y.K., Sept. 30.

HULL.

Hakozaki Maru, N.Y.K., Sept. 5.
Kalyan, P. & O., Sept. 23.

JAPAN PORTS.

Chichibu Maru, N.Y.K., Sept. 2.
Genoa Maru, N.Y.K., Sept. 2.
Suisang, Jardine's, Sept. 2.
Trave, Melchers, Sept. 2.
Haruna Maru, N.Y.K., Sept. 4.
Muroan Maru, N.Y.K., Sept. 4.
Vogland, J.C.J.L., Sept. 4.
Muroan Maru, N.Y.K., Sept. 6.
Heian Maru, N.Y.K., Sept. 8.
Mantua, P. & O., Sept. 11.
Pembrokehire, Jardine's, Sept. 11.
Sirdhana, B.I., Sept. 11.
Burdwan, P. & O., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Sardapan, B.F., Sept. 13.
Trier, Melchers, Sept. 21.
Havel, Melchers, Oct. 2.

KEEL.

Hakozaki Maru, N.Y.K., Sept. 5.
Kalyan, P. & O., Sept. 23.

Kobe.

Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tateuta Maru, N.Y.K., Sept. 16.
Anama Maru, N.Y.K., Sept. 30.

Kobe.

Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tateuta Maru, N.Y.K., Sept. 16.
Anama Maru, N.Y.K., Sept. 30.

Kobe.

Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tateuta Maru, N.Y.K., Sept. 16.
Anama Maru, N.Y.K., Sept. 30.

Kobe.

Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tateuta Maru, N.Y.K., Sept. 16.
Anama Maru, N.Y.K., Sept. 30.

JAVA PORTS.

Tjialak, J.C.J.L., Sept. 4.
Tjikembang, J.C.J.L., Sept. 15.
Tjileboet, J.C.J.L., Sept. 22.
Tjiasane, J.C.J.L., Sept. 29.
Tjienroet, J.C.J.L., Oct. 6.

LISBON.

Fulda, Melchers, Sept. 19.

LIVERPOOL.

Bellerophon, B.F., Sept. 10.
Lyons Maru, N.Y.K., Sept. 13.
Ningchow, B.F., Sept. 25.

LONDON.

Hector, B.F., Sept. 2.
City of Halifax, Bank, Sept. 4.
Glenamoy, Jardine's, Sept. 4.
Hakozaki Maru, N.Y.K., Sept. 5.
Gange, Dodwell's, Sept. 6.
Cathay, P. & O., Sept. 12.
Glenamoy, Jardine's, Sept. 15.
Menelaus, B.F., Sept. 15.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 23.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Trave, Melchers, Oct. 6.

LOS ANGELES.

Chichibu Maru, N.Y.K., Sept. 2.
Bokuyo Maru, N.Y.K., Sept. 12.
Tateuta Maru, N.Y.K., Sept. 16.
Tai Ping Yang, Dodwell's, Sept. 18.
Soudan, P. & O., Sept. 19.
Pres. Hoover, Dollar, Sept. 20.

MANILA.

Tanda, E. & A., Sept. 2.
Emp. of Japan, C.P.S., Sept. 4.
Japan, Gilman's, Sept. 4.
Pres. Hayes, Dollar, Sept. 6.
Phemius, B.F., Sept. 7.
Pres. Wilson, Dollar, Sept. 8.
Pres. Taft, Dollar, Sept. 12.
Taiping, B. & S., Sept. 15.
Tjikembang, J.C.J.L., Sept. 15.
Emp. of Asia, C.P.S., Sept. 17.
Fulda, Melchers, Sept. 19.
Shinyo Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Kamo Maru, N.Y.K., Sept. 23.
Atsuta Maru, N.Y.K., Sept. 28.
Pres. Jefferson, A.M.L., Oct. 4.
Shantung, Gilman's, Sept. 27.
Tjiasane, J.C.J.L., Sept. 27.
Emp. of Canada, C.P.S., Oct. 2.
Nankin, E. & A., Oct. 2.
Pres. Monroe, Dollar, Oct. 4.

MARSEILLES.

Hector, B.F., Sept. 2.
Hakozaki Maru, N.Y.K., Sept. 5.
Pres. Hayes, Dollar, Sept. 6.
Saale, Melchers, Sept. 9.
Lyons Maru, N.Y.K., Sept. 13.
Burgeland, J.C.J.L., Sept. 14.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Filmore, Dollar, Sept. 20.
Kalyan, P. & O., Sept. 23.
Porthos, M.M., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Trave, Melchers, Oct. 6.

MELBOURNE.

Hector, B.F., Sept. 2.
Bellerophon, B.F., Sept. 10.
Ningchow, B.F., Sept. 25.

MELBOURNE.

Hector, B.F., Sept. 2.
Bellerophon, B.F., Sept. 10.
Ningchow, B.F., Sept. 25.

MELBOURNE.

Hector, B.F., Sept. 2.
Beller

ROYAL OBSERVATORY'S DAILY WEATHER REPORT

AUGUST 31, 1981.													SEPTEMBER 1, 1981.												
STATION	Hour	Time	Barometer at Sea Level		Temperature	Wind	Wave Height (feet)	Wind Direction	Wind Speed (knots)	Wave Direction	Wave Period (seconds)	Barometer at Sea Level		Temperature	Wind	Wave Height (feet)	Wind Direction	Wind Speed (knots)	Wave Direction	Wave Period (seconds)					
			Inches	Milli.								Inches	Milli.												
Wladivostok	12	30.00	701.9	65	...	...	...	...	...	...	...	30.18	705.4	60	...	...	...	...	...	...	...
Nemro	11	30.04	703.0	...	...	...	...	...	...	...	...	30.10	704.5	...	...	...	...	...	...	...	...
Hakodate	...	29.98	701.5	...	...	...	...	...	...	...	...	30.10	704.5	...	...	...	...	...	...	...	...
Tokyo	...	29.90	709.1	...	...	...	...	...	...	...	...	29.92	700.0	...	...	...	...	...	...	...	...
Tahiti	...	29.82	707.5	...	...	...	...	...	...	...	...	29.86	708.5	...	...	...	...	...	...	...	...
Kochi	...	29.80	707.0	...	...	...	...	...	...	...	...	29.86	709.0	...	...	...	...	...	...	...	...
Nagasaki	...	29.78	706.5	...	...	...	...	...	...	...	...	29.86	708.5	...	...	...	...	...	...	...	...
Kagoshima	...	29.78	704.6	...	...	...	...	...	...	...	...	29.82	707.5	...	...	...	...	...	...	...	...
Oshima	...	29.78	704.6	...	...	...	...	...	...	...	...	29.80	707.0	...	...	...	...	...	...	...	...
Naha	...	29.74	705.5	...	...	...	...	...	...	...	...	29.76	708.0	...	...	...	...	...	...	...	...
Ishigakijima	...	29.80	707.0	...	...	...	...	...	...	...	...	29.84	709.0	...	...	...	...	...	...	...	...
Bonin Island	...	29.80	706.9	...	...	...	...	...	...	...	...	30.06	703.5	72	...	...	...	...	...	...	...
Choshi	16	29.82	707.7	...	...	...	...	...	...	...	...	29.87	708.7	76	...	...	...	...	...	...	...
Shanghai	14	29.82	707.7	...	...	...	...	...	...	...	...	29.82	709.9	76	...	...	...	...	...	...	...
Gulfaluf	...	29.80	707.0	...	...	...	...	...	...	...	...	29.82	709.9	76	...	...	...	...	...	...	...
Wenohow	...	29.80	707.0	...	...	...	...	...	...	...	...	29.87	706.1	83	...	...	...	...	...	...	...
Koochow	...	29.76	705.2	82	...	...	...	...	...	...	...	29.78	703.6	82	...	...	...	...	...	...	...
Amoy	...	29.69	704.1	89	...	...	...	...	...	...	...	29.78	703.6	82	...	...	...	...	...	...	...
Swatow	...	29.82	702.9	88	...	...	...	...	...	...	...	29.87	703.7	79	...	...	...	...	...	...	...
Taihuu	...	29.68	703.0	91	...	...	...	...	...	...	...	29.71	704.7	74	...	...	...	...	...	...	...
Taihuu	...	29.69	704.1	88	...	...	...	...	...	...	...	29.67	703.6	77	...	...	...	...	...	...	...
Tainan	...	29.67	703.6	...	...	...	...	...	...	...	...	29.69	704.0	76	...	...	...	...	...	...	...
Koshun	...	29.09	704.2	79	...	...	...	...	...	...	...	29.66	703.3	81	...						

HONG KONG DAILY PRESS

ROYAL OBSERVATORY'S DAILY WEATHER REPORT

AUGUST 31, 1981.													SEPTEMBER 1, 1981.												
STATION	Hour	Time	Barometer at Sea Level		Temperature	Wind	Wave Height (feet)	Wind Direction	Wind Speed (knots)	Wave Direction	Wave Period (seconds)	Barometer at Sea Level		Temperature	Wind	Wave Height (feet)	Wind Direction	Wind Speed (knots)	Wave Direction	Wave Period (seconds)					
			Inches	Milli.								Inches	Milli.												
Wladivostok	12	30.00	701.9	65	...	...	...	...	...	...	...	30.18	705.4	60	...	...	...	...	...	...	...
Nemro	11	30.04	703.0	...	...	...	...	...	...	...	...	30.10	704.5	...	...	...	...	...	...	...	...
Hakodate	...	29.98	701.5	...	...	...	...	...	...	...	...	30.10	704.5	...	...	...	...	...	...	...	...
Tokyo	...	29.90	709.1	...	...	...	...	...	...	...	...	29.92	700.0	...	...	...	...	...	...	...	...
Tahiti	...	29.82	707.5	...	...	...	...	...	...	...	...	29.86	708.5	...	...	...	...	...	...	...	...
Kochi	...	29.80	707.0	...	...	...	...	...	...	...	...	29.86	709.0	...	...	...	...	...	...	...	...
Nagasaki	...	29.78	706.5	...	...	...	...	...	...	...	...	29.86	708.5	...	...	...	...	...	...	...	...
Kagoshima	...	29.78	704.6	...	...	...	...	...	...	...	...	29.82	707.5	...	...	...	...	...	...	...	...
Oshima	...	29.78	704.6	...	...	...	...	...	...	...	...	29.80	707.0	...	...	...	...	...	...	...	...
Naha	...	29.74	705.5	...	...	...	...	...	...	...	...	29.76	708.0	...	...	...	...	...	...	...	...
Ishigakijima	...	29.80	707.0	...	...	...	...	...	...	...	...	29.84	709.0	...	...	...	...	...	...	...	...
Bonin Island	...	29.80	706.9	...	...	...	...	...	...	...	...	30.06	703.5	72	...	...	...	...	...	...	...
Choshi	16	29.82	707.7	...	...	...	...	...	...	...	...	29.87	708.7	76	...	...	...	...	...	...	...
Shanghai	14	29.82	707.7	...	...	...	...	...	...	...	...	29.82	709.9	76	...	...	...	...	...	...	...
Gulfaluf	...	29.80	707.0	...	...	...	...	...	...	...	...	29.82	709.9	76	...	...	...	...	...	...	...
Wenohow	...	29.80	707.0	...	...	...	...	...	...	...	...	29.87	706.1	83	...	...	...	...	...	...	...
Koochow	...	29.76	705.2	82	...	...	...	...	...	...	...	29.78	703.6	82	...	...	...	...	...	...	...
Amoy	...	29.69	704.1	89	...	...	...	...	...	...	...	29.78	703.6	82	...	...	...	...	...	...	...
Swatow	...	29.82	702.9	88	...	...	...	...	...	...	...	29.87	703.7	79	...	...	...	...	...	...	...
Taihuu	...	29.68	703.0	91	...	...	...	...	...	...	...	29.71	704.7	74	...	...	...	...	...	...	...
Taihuu	...	29.69	704.1	88	...	...	...	...	...	...	...	29.67	703.6	77	...	...	...	...	...	...	...
Tainan	...	29.67	703.6	...	...	...	...	...	...	...	...	29.69	704.0	76	...	...	...	...	...	...	...
Koshun	...	29.09	704.2	79	...	...	...	...	...	...	...	29.66	703.3	81	...						

Hong Kong Observatory, September 1.			
	Previous Day at 4 p.m.	On Date, at 10 a.m.	On Date, at 4 p.m.
Barometer...	29.64	29.69	29.61
Temperature...	83	85	86
Humidity...	73	74	74
Wind...			
Direction...	E	N	N
Force...	2	3	2
Weather...	BC	BC	C
Rain...	0.00	.90	0.11
Highest open-air Temperature,			31.88
Lowest open-air Temperature,			1.80

B-Blue sky; O-Cloudy; D-Drizzle; F-Fog; L-Lightning;
 M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

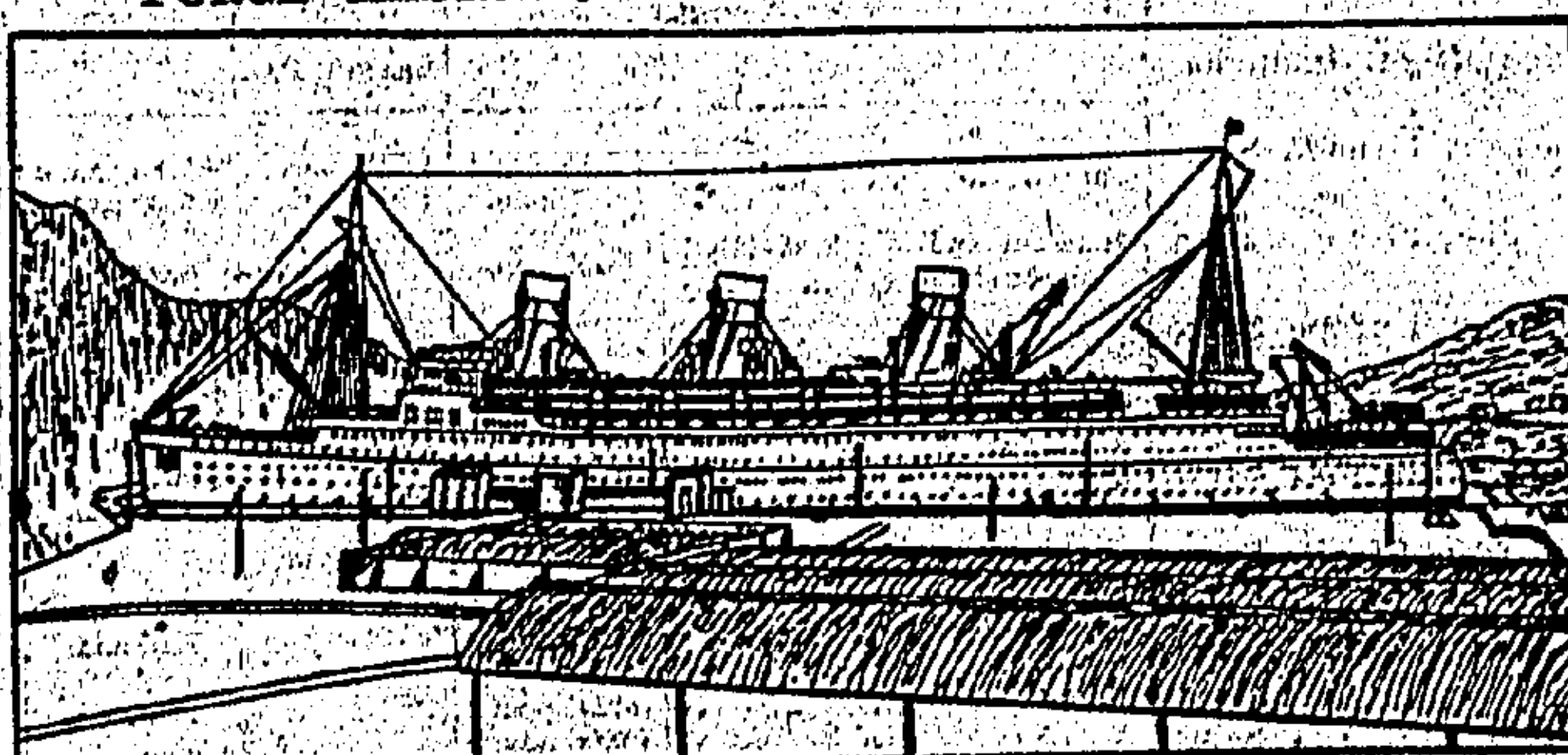
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HIGH WATER.			LOW WATER.		
Days of Week.	Month.	Hong Kong Standard Time.	Height.	Days of Week.	Hong Kong Standard Time.
Wed.	3	h. m. 1155	f. m. 5.2	Wed.	h. m. 0552
Th.	3	0030	5.3	Th.	0749
Fri.	3	0030	5.4	Fri.	0845
Sat.	4	0050	5.6	Sat.	1800
		1310	6.0		0765
Sun.	5	0119	5.7	Sun.	1803
		1414	5.8		1742
Mon.	6	0200	6.0	Mon.	1101
		0305	6.2		1918
Tue.	8	0428	6.4	Tue.	1807
		2135	4.3		2330

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Kindly send enquiries to the Chief Manager
R. N. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamers	Date
THINGHIAH to SWATOW & SHANGHAI	"HANGSANG" "OHAKSANG" "KWAISANG" "DAVIKEN" "HOPSANG"	Wed., 2nd Sept., at Noon Sun., 6th Sept., at Noon Wed., 9th Sept., at Noon Sun., 13th Sept., at Noon Wed., 16th Sept., at Noon
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" "KUTSANG"	Wed., 9th Sept., at 2 p.m. Sun., 13th Sept., at 2 p.m. Thurs., 8th Oct., at 8 a.m.
OSAKA via AMOY, SHAI & KOBE	"KUTSANG"	Satur., 19th Sept., at 4 a.m.
OSAKA via AMOY & KOBE	"HOSANG" "YUENSANG"	Satur., 16th Sept., at 7 a.m. Wed., 17th Oct., at 7 a.m.
SANDAKAN	"MAUSANG" "YUSANG" "HINSANG"	Wed., 9th Sept., at 3 p.m. Mon., 14th Sept., at Noon Sun., 20th Sept., at 2 p.m.
THIENTSIN via SWATOW, POOHOOW & CHEEFOO	"CHIPSHANG" "OHKONGSHANG"	Fri., 14th Sept., at Noon Sat., 17th Sept., at Noon Wed., 23rd Sept., at Noon

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Specially Reduced Return Fare of \$225.00 to KORE. These Return Tickets are available for Three Months.

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TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK
Steamship "PEMBROKESHIRE" 11th September
Steamship "GLENIFFRE" 9th October
Motor Vessel "GLENOGLE" 23rd October

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THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA

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Freight	M.S.	"Manila"	departure	9th Sept.
Cargo	M.S.	"PULDA"	departure	19th Sept.
Freight	M.S.	"Trave"	departure	8th Oct.
Pass.	S.S.	"TRIEM"	departure	17th Oct.

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SAILINGS TO SHANGHAI &		N. CHINA (Passenger Steamers)		YAPEN & N. CHINA (Freight Vessels)	
Freight	M.S. "Trave"	du	du	du	du
Pass.	S.S. "THIER"	du	du	du	du
Freight	M.S. "Bavel"	du	du	du	du
Pass.	S.S. "DERFFLINGER"	du	du	du	du
Freight	S.S. "Main"	du	du	du	du

HONG KONG—NEW GUINEA

Next sailing to RABAU and Port,
S.S. "BREMERHAVEN" on about 10th OCT., 198

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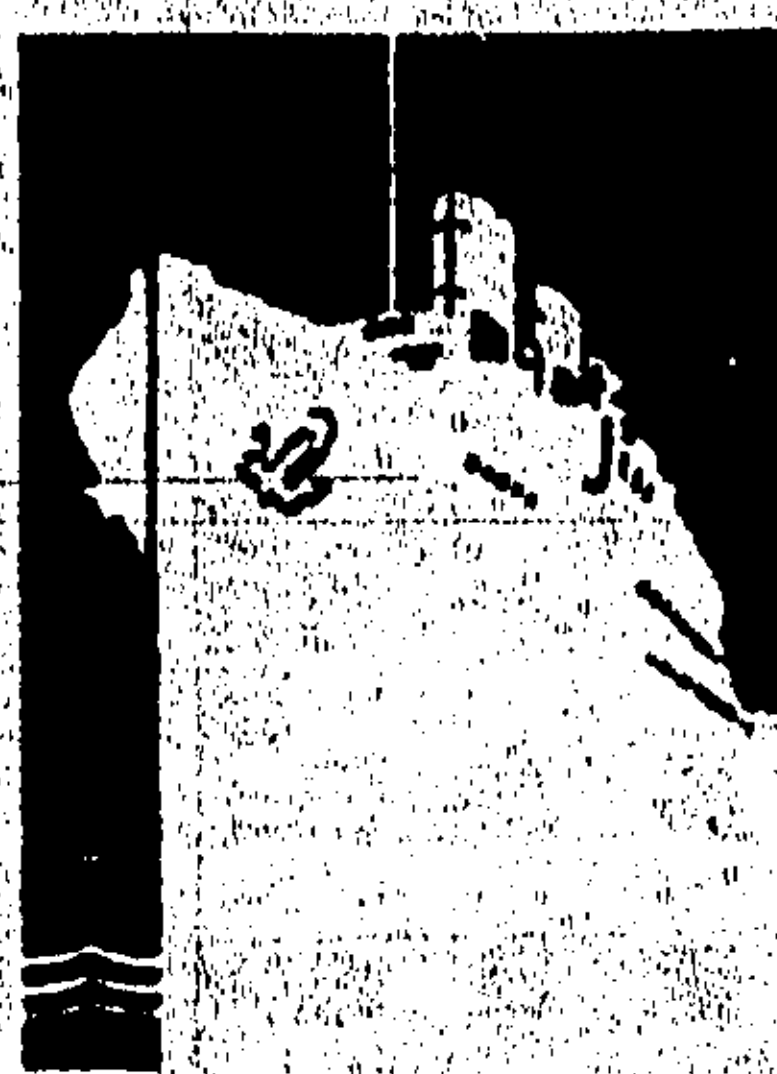
AND RETURN
(Occupying 8 to 9 Days)

HAINING	Friday,	the 4th Sept, at 3 p.m.
HAIYANG	Tuesday	the 8th Sept. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blaka Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow
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veniences are found in one
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modation, pleasant decks, open air swimming pools, airy
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Ship	Sept. 15	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 13
Empress of Japan	Sept. 15	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 13
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 13	Oct. 25
Empress of Canada	Oct. 1	Oct. 3	Oct. 13	Oct. 25	Oct. 28	Oct. 31
Empress of Russia	Oct. 3	Oct. 13	Oct. 25	Oct. 28	Oct. 31	Nov. 2
Empress of Japan	Nov. 2	Nov. 14	Nov. 17	Nov. 19	Nov. 21	Nov. 23

"Empress of Russia" and "Empress of Asia" call at Nagasaki

Empress of Japan

Sails for

MANILA

FRIDAY, 4th September.

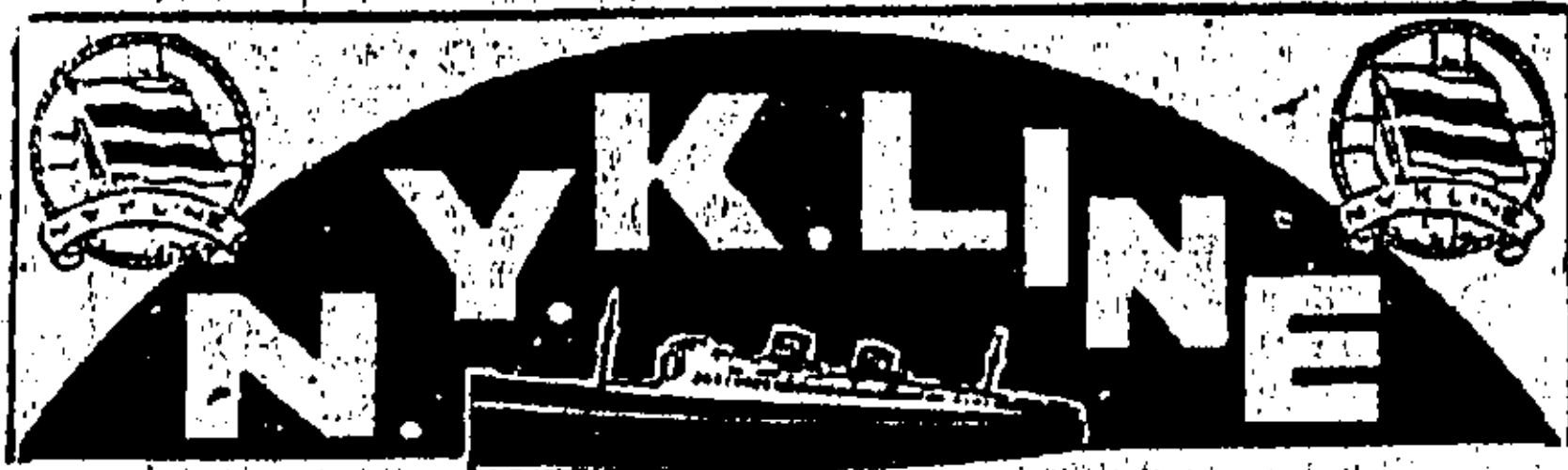
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TATSUTA MARU ... Wednesday, 16th Sept.
ASAMA MARU ... Wednesday, 30th Sept.

SEATTLE, VANCOUVER via Shanghai & Japan Ports

HEIAN MARU ... Tuesday, 8th Sept.
HIKAWA MARU ... Tuesday, 8th Sept.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo & Suez.
HAKOZAKI MARU ... Saturday, 5th Sept.
TEIKOKU MARU ... Saturday, 19th Sept.

SYDNEY & MELBOURNE via Manila & Ports

ATSUTA MARU ... Saturday, 26th Sept.
KAMO MARU ... Saturday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo

KAGA MARU ... Friday, 11th Sept.
YAMAGATA MARU ... Monday, 14th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.
BOKUYO MARU ... Saturday, 12th Sept.

NEW YORK, BOSTON via PANAMA.

ASUKA MARU ... Tuesday, 8th Sept.
TOBA MARU ... Tuesday, 29th Sept.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.
LYONS MARU ... Sunday, 13th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU ... Tuesday, 8th Sept.
CALCUTTA MARU ... Tuesday, 15th Sept.

SHANGHAI, KOBE & YOKOHAMA.

HARUNA MARU ... Friday, 4th Sept.
MUBORAN MARU ... Sunday, 6th Sept.

KAMO MARU (Nagasaki direct)

KAMO MARU ... Friday, 18th Sept.

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SPHINX ... 15th Sept.
PORTHOS ... 29th Sept.

CHENONCEAUX ... 15th Sept.
ATHOS II ... 29th Sept.

D'ARTAGNAN ... 15th Sept.
ANDRE LEBON ... 29th Sept.

FELIX ROUSSEL ... 15th Sept.
G. METZINGER ... 29th Sept.

SPHINX ... 15th Sept.
PORTHOS ... 29th Sept.

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Shipping News

Daily Statement, Waterfront News,
etc.

YESTERDAY'S FREIGHT
RETURNS.

IMPORTS 34,346 TONS
THROUGH CARGO
9,785 TONS.

The returns, shown at the Har-
bour Office, of vessels carrying
cargo to the Colony during the 24
hours ended at 9 a.m. yesterday
were:—

Cargo for Through

British H.K. Ports

Tanda, Yokohama 602 1,077

Chakung, Tainiao 433 1,815

Suisang, Calcutta 1,176 965

Chipshing, Tongku 1,733 883

Dutch Tjimanok, Batavia 6,039 —

Lematang, Probolinggo 3,900 —

Tjibadak, Shanghai 1 1,342

Japanese Yatsutsumi Maru, Newchwang 1,330 1,500

Bakuyo Maru, Valparaiso 22 —

Heian Maru, Seattle 429 —

Honolulu Maru, Sakito 425 2,223

Nanshin Maru, Wakamatsu 3,009 —

Menado Maru, Haiphong 700 —

Total 6,575 3,723

Total 24,349 9,785

SHIPS IN HARBOUR

The following merchant vessels
were in port yesterday:—

Wharves:—Kowloon: General

Metzinger, Pres. Pierce, Honolulu

Maru, Suisang, Tauranga Maru,

Rangoon Maru, Chichibu Maru,

Portos; Hol's: Toiresias; Socony

—Laichikok: Kamo; Jardine

Matheson's: Chakung; O.S.K.;

Menado Maru; Douglas Caprak;

Haiching

Docks:—Kowloon: Yuan Lee,

Limchow, Produce, Yoi Maru, Foo-

shing, Michael Jensen, Tanda; Tai-

koo: Soochow, Hong Kiang,

Phemius, Zuiho Maru, Shun Chih.

Buoys:—A1 Bokoku Maru, A2

Tjibadak, A3 Tjimanok, A4

Courageous, A6 Heian Maru, A8

Leimatang, A9 Tjipang, B1 Chip-

shing, B2 Hangsang, B3 Muinai,

B4 Kagan, B5 Antung, B6 Sui-

yang, B16 Helios, B17 An Lee, B18

Red Flag, B21 Kasagisan Maru, B24

Nanshin Maru, B29 Halvard, C1

Tonkin, C7 Kushiro Maru.

SAFETY AT SEA.

TEXT OF THE GOVERNMENT
BILL.

The text is issued of the Mer-
chant Shipping (Safety and Load
Line Conventions) Bill.

The proposals contained in
Part I. of the Bill are those design-
ed to give effect to the Safety Con-
vention. There are clauses relat-

ing to construction and survey,
life-saving appliances, provisions for
graffy, certificates, provisions for

Safety Convention ships not re-
gistered in the United Kingdom,
and miscellaneous provisions for

for furthering safety at sea. The pro-
posed change in helm orders—a
proposal which has evoked much

controversy—is the subject of
Clause 29, which reads:—
"No person on any British ship

registered in the United Kingdom
shall give a helm order containing
the word 'starboard' or 'right'

or any equivalent of 'starboard'
or 'right' unless he intends that
the head of the ship shall move to

the right, or give a helm order
containing the word 'port' or
'left' or any equivalent of 'port'

or 'left' unless he intends that
the head of the ship shall move to
the left.

"Any person who contravenes
the provisions of this section shall
for each offence be liable to a fine

not exceeding £50."

Load Line Convention.
The Load Line Convention, "for
promoting safety of life and prop-

erty at sea, by establishing prin-
ciples and rules with regard to the
limits to which ships on interna-

tional voyages may be loaded," is
the foundation of Part II. of the
Bill. Sub-divisions treat of mark-

ing, and submersion of load lines,
certificates, special provisions for
Load Line Convention ships, not

registered in the United Kingdom,
general provisions for ships not re-
gistered in the United Kingdom,

and loading of timber. The fol-
lowing ships are exempt from this
part of the Act:—Sailing ships

engaged solely in fishing, and
pleasure yachts.

ARRIVALS.

August, 31.

Chipshing, British str., 1,193 tons,
Capt. D. S. Pethick, from Wei-
haiwei, buoy No. B1.—J. M. &
Co.

Halvard, British str., 1,917 tons,
Capt. A. Hall, from Hoihow,
buoy No. B39.—W. Fat Sing.

Tjimanok, Dutch str., 2,610 tons,
Capt. H. J. A. Krijt, from
Sourabaya, buoy No. A3.—

J.C.V.L.

September 1.

Antung, British str., 2,107 tons,
Capt. D. Lupton, from Amoy,
buoy No. B14.—B. & S.

Bokuyo Maru, Japanese str., 6,162
tons, Capt. K. Fukuda, from
Moj, buoy No. A1.—N.Y.K.

Chakung, British str., 1,470 tons,
Capt. J. McAnish, from Swa-
tow, West Point Wharf.—J. M.

& Co.

Chichibu Maru, Japanese str.,
10,266 tons, Capt. Y. Arakida,
from Manila, Kowloon Wharf.—

N.Y.K.

General Metzinger, French str.,
5,524 tons, Capt. Brun, from
Shanghai, Kowloon Wharf.—

M.M.

Gracious, Norwegian str., 1,029
tons, Capt. Markussen, from
Hongay, buoy No. B39.—Thore-

sen & Co.

Lushan Maru, Japanese str., 1,507
tons, Capt. R. Nagayama, from
Swatow, buoy No. C2.—N.Y.K.

Nanshin Maru, Japanese str., 2,970
tons, Capt. Y. Horii, from
Mijko, buoy No. B24.—M.B.K.

Portos; French str., 7,520 tons,
Capt. Filippi, from Saigon,
Kowloon Wharf.—M.M.

Ryusei Maru, Japanese str., 1,509
tons, Capt. Tanaka, from Can-
ton, Yauwatt Anchorage.—

D.K.K.

Suisang, British str., 3,220 tons,
Capt. C. M. Boas, from Singa-
pore, Kowloon Wharf.—J. M. &
Co.

Taiyuku Maru, Japanese str., 1,305
tons, Capt. Fujii, from New-
chwang, Yauwatt Anchorage.—

Y.K.K.

Tatsutsumi Maru, Japanese str.,
1,098 tons, Capt. E. Yoshida,
from Newchwang, Yauwatt An-
chorage.—M.B.K.

WARSHIPS IN PORT.

The following warships were in
port yesterday:—

Basin—Tamar.

North Wall—Odin, Oswald.

East Wall—Otus.

North Arm—Stormcloud, Seraph.

West Wall (Dock)—Orpheus,
Phoenix.

In Dock—Cicla.

Foreign Men of War—U.S.S.
Helena, French Argus and Regulus.

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M.V. "TWEEDBANK" ... Boston, New York & Philadelphia ... 7th October

MAURITIUS & SOUTH AFRICA

S.S. "TINKOW" ... 29th October

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
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PENINSULAR AND ORIENTAL PORTS, NIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government)

Steamship	Tons	From Hongkong (about)	Destination
"CATHAY"	15,000	12th Sept.	Bombay, Marseilles & London
"GARBETA"	5,300	16th Sept.	Strait, Colombo & Bombay
"SOUDAN"	8,500	19th Sept.	Mars, Havre, L'don, H'g.
"KALYAN"	9,000	25th Sept.	Mars, L'don, H'g., A'warp, H'g.
"MIRZAPUR"	6,700	28th Oct.	Strait, Colombo & Bombay
"MANTUA"	11,000	10th Oct.	Marseilles & London
"KASHMIR"	8,400	12th Oct.	Mars, L'don, H'g., A'warp, H'g.
"BURDWAN"	6,600	31st Oct.	Mars, Havre, L'don, H'g.
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles & London
"KASHGAR"	8,400	21st Nov.	Mars, L'don, H'g., A'warp, H'g.
"RAJPUTANA"	12,000	5th Dec.	Mars, L'don, H'g., A'warp, H'g.
"CORFU"	15,000	19th Dec.	do.
"OMALI"	8,600	26th Dec.	Mars, Havre, L'don, H'g.
"SAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles & London
"KARNATA"	8,600	15th Jan.	Mars, L'don, H'g., A'warp, H'g.
"CHITRAL"	15,000	30th Jan.	Bombay, Marseilles & London

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

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stantinople, Piraeus, Smyrna, and other Levant Ports by steamers of
the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Ship	Tons	Sails	Destination
"TALMA"	10,000	8th Sept.	Singapore, Penang & Calcutta
"KARAKA"	7,000	23rd Sept.	do.
"SIRDHANA"	5,000	4th Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

* Calls Port Swettenham. † Calls Rangoon.

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class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	7,000	2nd Sept. 6 p.m.	Manila, Rabaul, Brisbane Sydney and Melbourne.
"NANKIN"	7,000	2nd Oct.	
"NELLORE"	7,000	31st Oct.	

